



THE NEW SUN FOR THE WHOLE WORLD
ANDERSEN MEYER
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SATURDAY, MARCH 15, 1919.

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TO-DAY'S TELEGRAMS.

ALLIED TROOPS IN NORTH RUSSIA.

Washington, March 14.
The Secretary of War, Mr. Baker, in a letter to the Chairman of the House Senatorial Committee, wrote as follows:—
"I have just received a cablegram from General Bliss stating that President Wilson approves of sending two American Railway Companies to the Murman Coast with the following objects:—First, to secure greater safety during the winter for the Allied forces both along the Murman and Archangel Railway and south along the Murman and Archangel Railway, and if necessary reinforcement in Murman of the advanced detachment south of Murman and Archangel. Third, to facilitate the prompt withdrawal of the American and the Allied troops in North Russia at the earliest possible moment that the weather conditions in the Spring will permit."
"President Wilson has directed me to communicate the following to the Allied Governments, which I have done:—The President desires that the action and reasons for it be communicated to the Military Committee of the Senate and the House for information in the foregoing." General Bliss states that the British Government is sending about 2,400 men to Murman, and they have relied upon the co-operation of President Wilson to send the two Companies or Railway troops above referred to. The desire for Railway troops is based upon the fact that supplies and reinforcements for Archangel during the winter have to be by the railway south from Murman to the southern extreme of the White Sea, and that the operation of this railway is believed by the British to be absolutely necessary to guarantee prompt movement of reinforcements, and supplies to Archangel and to troops south of Archangel. General Bliss also informed me that the military authorities do not feel any apprehension regarding the military situation at Archangel. —American Wireless.

AMERICAN INVESTMENTS ABROAD.

Washington, March 14.
The Government is taking steps to gather extensive information in connection with the credit condition of other countries, to be prepared in order to encourage American investments in foreign countries.
The work, which will be undertaken by the Department of Commerce, assisted by the War Trade Board and the Treasury, has been started on a comparatively small scale with a report to the Consular agents that it has been planned to extend the scope of its enquiries by assigning a special financial agent on certain subjects. —American Wireless.

TRADE WITH FAR EAST.

St. Louis, March 14.
Dr. Chao Hsin, Chinese Consul-General at San Francisco, at a dinner of the American Advertising Club, said this was the most prosperous time for manufactures to cultivate trade relations with the countries in the Far East. —American Wireless.

COTTON QUOTATIONS.

Liverpool, March 14.
The cotton quotations are as follows:—
March 16.53d.
May 13.45d.
Spot 17.72d.
—American Wireless.

SPECIAL TELEGRAMS.

(By Courtesy of the "South China Morning Post")

SERIOUS KELANTAN FIRE.

Singapore, March 14.
A serious fire on the 6th inst. at Kota Bahru, Kelantan, destroyed the Duff Development Company's premises, the Mercantile Bank, the Singer Sewing Machine Company's Offices as well as the premises of Indians and Chinese. The damage is estimated at half a million.

BORNEO RED CROSS LOTTERY.

Singapore, March 14.
A Penang Chinese has won the first prize in the Borneo Red Cross drawing, \$18,085.

SINGAPORE'S "OUR DAY" FUND.

Singapore, March 14.
The total of "Our Day" Fund is now \$516,900.

ST. GEORGE'S DAY CELEBRATIONS.

STREET COLLECTIONS AND ENTERTAINMENTS.

A meeting of the General Committee of St. George's Society was held, on Tuesday last, for the purpose of deciding what form the celebrations on next St. George's Day shall take.

It was decided to hold street collections and a sale of souvenirs in the morning, as on previous occasions, and two entertainments in the evening, at the City Hall and in the Theatre Royal. Special Entertainment Sub-Committees are now in course of formation, and they will be strongly represented. Further details will be forthcoming later, as to the exact nature of the evening entertainments.

A HONGKONG INVENTOR.

ORIGINATOR OF WAR IDEAS.

The Tank, the Smoke Screen and the Submarine Sweeper.

A lot of truths in this world do not find the light of day. There are many discoveries that are not credited to the right persons, simply because the rightful originator of the idea is too modest to claim the honour. His is the type of conservatism that does not believe in the art of advertising. History teems with instances of inventor who failed to obtain honour for a suggestion, invention or scheme. It is very often that a man who improves slightly upon another person's idea gets credit for the invention. In this connection, it will probably startle a few to know that a Hongkong resident lays claim to have been responsible for three schemes which were used during the Great War—the Tank, the smoke screen and the submarine sweeper. Mr. S. G. Goard is the gentleman concerned. He is a diver in the Taikoo Dockyard, having come out to the Colony some seven years ago. Diving was the calling which attracted the attention of Mr. Goard when a boy. It is a romantic dare-devil game, surrounded with glamour and mystery and credited with risks demanding the most sensational deeds of derring do.

Mr. Goard has had 15 years' experience as a diver and in his time has carried out many important and risky operations. It may be recalled that about five years ago he was sent to salvage the Matsura Maru on the Parcel Reef, about 400 miles from Hongkong, and this was the first vessel known to be successfully salvaged from that terrible menace to mariners. But this is only one of many dangerous jobs which Mr. Goard has carried out. The record depth for any diver is 180 feet; Mr. Goard's furthest depth is 110 feet. His longest stay without coming to surface is eight hours.

Hearing it mentioned that a Hongkong man was really the author of the Tank, a Hongkong Telegraph representative took up the scent and tracked Mr. Goard to his quarry. It was rather difficult to get him to speak for he at first preferred to be modest on his claims.

"Is it true that you some years ago approached the Admiralty with an invention of a smoke screen and the Tank?" asked the interviewer.

"Without giving the impression that I seek notoriety or honour, I may state that I was the first to put before the Admiralty and War Office three schemes which were used with good effect during the War, to wit, the Tank, the smoke screen and the submarine sweeper."

"When did you approach the Admiralty and War Office?"

"I cannot give the exact dates as the correspondence that passed between them and me is in my home in Southampton."

"Have you divulged these facts to anyone? Have you been credited in print with these successes?" enquired the writer.

"No. In the spring of 1901 I approached the Lords Commissioners of the Admiralty with an invention of a smoke screen. They were good enough to consider my idea, asking for sketches and further information. I furnished these, supplementing them with a thesis on its usefulness."

"But I understand that you are a diver. How did you come to evolve such an invention?"

"Oh, you see, as a boy I was for three years in Her Majesty's Navy, and during that period I witnessed grand manoeuvres of the Red and Blue Fleets. This gave me an idea of what would be useful in a future war. Boarding pikes seemed to me absurd. Fancy the idea of ships in my days ever grappling with one another as in the days of Nelson!

Now I am getting on the track. The scheme that I submitted was that obsolete but fast destroyers should be gutted of all unnecessary fittings, a long and endless chain-carrier fitted fore and aft, which would automatically ignite and deposit over the stern and at regular distances on the water, canisters emitting dense smoke. This would make a low-lying smoke wall, which would blind forts and conceal the tactics of our warships. Our warships would thus be able to dash through the screen, deliver broadsides or torpedoes, then zig-zag back before the gunners could train their guns on our ships. The same plan could be adopted to conceal the landing of troops or cover our tactics when an enemy fleet was approaching."

"What eventually happened to the scheme?" interrogated the writer.

"The Admiralty were so taken up with the idea that they offered to put a fleet at my disposal, but with the proviso that I should bear the cost of converting the destroyers."

"They practically knocked the scheme on the head, then?" remarked the writer.

"Yes, I was then a married man earning £2 a week. Fancy making such a suggestion. The last I heard from the Admiralty was that should they at any time use the invention they would compensate me. My idea was eventually used during the bottling up of the Zebrugge and Ostend ports."

"Are you at present credited with inventing the smoke screen idea?" asked our representative.

"The credit of the smoke screen goes to Brock, the fireworks man. At least I saw it mentioned in the Home papers."

"You also claim to have originated the Tank idea?"

"Six months after hostilities broke out, I submitted sketches to the War Office from Hongkong. I received no acknowledgment. As far as the design of my Tank is concerned, the Tanks which eventually made their appearance were the exact replica of my plans, except that my Tank was to be so sealed as to act as a miniature gunboat, to cross rivers, climb banks and trenches and go through obstructions."

"What other inventions do you lay claim to?"

"In 1904 I approached the Admiralty with another invention, but this drew very little response. I termed this a 'submarine sweeper' which could successfully hunt submarines afloat, submerged or resting on the bottom. The method I suggested was that a fast destroyer on sighting a submarine should lower from the davits over the stern a contrivance in the shape of an ice skate, the top flat and buoyant, the lower part or keel to be steel and fairly deep, with a sharp ram at the fore end, on which also could be fixed a war head. The war head should be the same as is placed on torpedoes in actual warfare, and which explodes when coming in contact with the object. For instance, a wire rope attached about one-third back from the fore end would cause this skate to sheer off from the destroyer on which the other end of the wire was coiled on a drum to unwind or rewind. The destroyer would then put her helm hard over and go full speed in circles around the spot the submarine was sighted. The disturbance caused in the water under the destroyer by her speed would, in passing over a submarine, effectively unbalance the submarine's fins, also, the destroyer in making these quick circles would greatly affect the accuracy of the submarine's aim of her torpedoes. The deep-keeled skate, in the meantime taking a wider circuit, would travel at a tremendous speed, and the keel well down would likely strike the submarine also the wire interceding would foul a periscope. In the event of a submarine lying on the bottom, the destroyer would slacken speed so that the wire sweeps the bottom and on the wire coming around the submarine, the destroyer would go slowly and haul the skate down, and the war head would explode on coming in contact. This model is easily made but with, of course, no explosive head. I tried it in the

NEW DUTCH MINISTER TO PEKING.

ARRIVAL IN HONGKONG.

Interviewed by the "Telegraph."

Sir W. J. Oudeniyk, K. C. M. G., and Lady Oudeniyk are at present passing through Hongkong on their way to Peking. They arrived here on the s.s. Van Waerwyck, and are occupying rooms in the Hongkong Hotel. Sir W. J. Oudeniyk is the newly-appointed Dutch Minister to Peking. He was previously in Peking for some years, as Charge d'Affaires, was later at Batavia, and his last appointment was as Dutch Minister at Petrograd, where he was also in charge of British interests. When seen yesterday, Sir W. J. Oudeniyk proved to be a most courteous gentleman, possessing a very charming personality.

Interviewed by a Telegraph representative, Sir W. J. Oudeniyk said he had been for one and a half years in Petrograd, where, in addition to his office as Dutch Minister, he had been in charge of British interests. "I leave next Wednesday for Shanghai," he said, "en route to Peking, to take over the office of Dutch Minister there."

"To what do you attribute the present unsatisfactory state of affairs in China?" asked our representative.

"I cannot say, since I have been out of touch with what has been going on, but I rather imagine that the chief cause of the trouble is due to a certain section of Chinese developing advanced Socialistic ideas. That is a bad sign, and the case of Russia ought to be a lesson to any nation which attempts to develop such a policy."

"What do you think is the cause of the breakdown of negotiations at the Conference at Shanghai?"

"That again I cannot say. I must have time to study the matter; but from what I do know, I do not think there should be any great difficulty in the two parties coming to an agreement. I have no doubt that before long the leaders will realise that there is nothing to be gained by a prolongation of the present state of affairs, and I believe both sides will join hands to establish a stable Government, but I would again emphasise the danger of Chinese developing advanced Socialistic ideas."

"Is it correct that your predecessor has been removed from Peking on account of alleged pro-German tendencies?"

"I have never heard that, and I have no reason to believe that such is the case. I only know that he has been recalled honourably."

"You know that is the general opinion?"

"No I do not. It is quite new to me."

"Do you know that many people in this part of the world have more or less formed the opinion that Holland was inclined to be pro-German?"

"Yes, I have heard that, and the idea is not confined to this part of the world. The position is this:—During the war, Holland has tried to carry out her position

Southampton waters, using my boat as a substitute for the destroyer. This correspondence with that of the smoke screen, lies sealed in a box at my home in Southampton, and the Admiralty must also have the records."

Mr. Goard did not speak of his future intentions regarding these matters, but from the sincerity with which he talked and the fact that dated copies of the correspondence have been kept, it begins that there is something to be said for his claims.

as a neutral to the strict letter of the law, and she has succeeded. Her position, at times, has been most difficult. In certain instances Holland has had to abide by the terms of certain Treaties, and, naturally, when the fulfilment of such obligations have appeared to be in favour of Germany, the Allied nationals have assumed that Holland was favouring the Central Powers. As a matter of fact, Holland has carried out her duty as a strictly neutral nation to the satisfaction of the Entente. You say that there is an idea current that my predecessor was pro-German? Well, Dutch representatives have had charge of the interests of over a dozen different nations, including Turkey and other of the enemy Powers, and in some instances those representatives have been charged with being pro-British just because they have carried out their duties in strict accordance with the procedure of a neutral nation. I say again that Holland was never at any time inclined to favour either side and her position was most delicate. I have seen Mr. Balfour and other of your leading statesmen and they have assured me that there has been no cause for complaint."

"Have you read the report in connection with the expulsion of the Germans from the Shamoen, and the attitude taken by the Dutch Consul there, when asked by the British authorities to hand over the keys of the German Consulate?"

"No; I have heard nothing about it. What occurred?"

"The Dutch Minister, who was in charge of German interests, there, is said only to have given up the keys of the Consulate when threatened with armed force, and then under protest."

"I am not sure as to whether the British authorities really had power to land an armed force there."

"The Shamoen is a concession to the British and under British Government."

"I would prefer not to form an opinion until I have studied the matter, but I am sure the Dutch Consul in whatever he thought fit to do. I would emphasise that at no time has there ever been serious friction between Holland and Great Britain. Our relations have been most cordial, and the British Government has fully understood our position during the war and the difficulties we have had to contend with."

"Can you tell me why the Renterbless should contain news which has led us to believe otherwise? During the war Renterbless, of course, been practically under Government control."

"I cannot explain that. I have not seen the cables sent to this part of the world."

"You know that the telegrams have been of such a nature as to lead to that belief?"

"Yes, to a certain extent I do know that, but why it should be so I cannot explain."

"Was there, at any time during the war, a possibility of a severance of diplomatic relations between Great Britain and Holland?"

"Absolutely no; never at any time. The suggestion is absurd. We have observed our position as a neutral strictly within the meaning of the term, and Great Britain is perfectly satisfied with what we have done."

"What is your opinion of the Russian question?"

"Advanced Socialism has absolutely ruined the country. The peasants are already beginning to see that the only end to their misery is to submit to a good government and do honest work. They are tired of Bolshevism and realise that their best interest lies in a stable government which will, of course, require them to work."

"How and when will such a

To-Day's Exchange.
The closing rate of the dollar on demand to-day was 1.7-10d.

DEATH OF AN OFFICER.

It is with deep regret that we have to record the death of Captain J. S. Fuller, Royal Field Artillery, which took place early this morning at the Military Hospital, Bowen Road, from subnormal meningitis.

Captain Fuller was attached to General Knox's Mission to Offerta and was taken ill on his arrival in Hongkong, a little time ago, from India. The deceased officer had seen much active service in the war.

The funeral takes place this evening, passing the Monument at 5 p.m.

Government be formed?"

"As to how, I think by the Omsk Government, which is composed mostly of military people and Cadeis. As to when, I think the working classes will insist upon such a Government in the very near future. The result of advanced Socialism in Russia should be a lesson to the whole world, China in particular."

"Do you think there is any truth in the report that the ex-Tsar has been executed?"

"It is difficult to say. Nobody really knows. Personally I am inclined to believe that the report is correct."

"And the Royal family?"

"Again it is difficult to get accurate information, but I believe there are good grounds for thinking the members of the Royal family are still alive."

"Upon being asked to state the details as to why he was knighted by King George, Sir W. J. Oudeniyk modestly declined to reply, but when pressed, it was disclosed that the King conferred that honour for services rendered to the British in Petrograd, whilst the recipient was in charge of British interests there."

"Were the British badly treated by the Bolsheviks?"

"Most shamefully. They were all imprisoned in the fortress of St. Peter and St. Paul, and treated in a manner that beggars description."

"Did you secure their release?"

"Yes, I was able to do that and get them sent to England. I hesitate very much to speak of my own part in the matter, but I would like to say that was another instance which disproves any suggestion that Holland was anti-British or pro-German. I tried to carry out my duty as the representative of a neutral nation, to the strict letter of the law. For what I did I might have been called 'pro-British' and anti-Russian. Also it must not be forgotten that Holland did everything in her power to assist British prisoners of war who happened to get into Holland."

"As regards your knighthood, where was it conferred?"

"I was knighted by King George personally, at Buckingham Palace, for my services to the British Government in connection with securing the release of the imprisoned Britishers. Lady Oudeniyk was made Dame Commander of the Order of the British Empire upon the same occasion for her services in looking after the material welfare of the prisoners."

"What is the situation in Holland at the moment?"

"There is a shortage of food, but the situation is improving every day. There are no labour troubles, but only a small section of the community has given trouble. This section is quite unrepresentative of any class and does not count."

DON'T FORGET.

TO-DAY.
Malini at the City Hall—8.15 p.m.
Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.
TO-MORROW.
Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.

LUCKY LOTTERY TICKET.

AN INTERESTING LAW SUIT.

At the High Court, the Hon. Mr. Justice Macleod, disposed of a suit brought by Gillis Weifer Cohen against E. S. Gareh for the recovery of Rs. 36,425 being the amount of a prize drawn by a ticket in the War Loan Lottery of the Western India Turf Club.

In May, 1917, the plaintiff, a resident of Batavia, asked one S. S. Gareh, who had a brother in Bombay, to order from his brother, on behalf of the plaintiff, ten tickets in the War Loan Lottery of the W. I. T. Club. Correspondence took place between S. S. Gareh and the defendant in consequence of which, the defendant enclosed with his letter a list showing the numbers of ten tickets, which he sent him which included No. 17725.

The defendant further wrote to the plaintiff stating that the said tickets had been despatched on the 5th June. The plaintiff never wrote to the defendant admitting receipt of the tickets and never sent the money to pay for them. He alleged he had had a current account with S. S. Gareh, in which Gareh debited him with Rs. 100. On the 1st August, the plaintiff telegraphed to the Secretary of the Club stating that he had ordered ticket No. 17725 through the defendant and asking for information as to what steps should be taken to secure the prize.

The Secretary replied that the Club would pay the defendant or any person authorised by him to receive the bonds.

It appeared that the ticket No. 17725 was registered with the Turf Club in the name of the defendant. The defendant declined to endorse the ticket or authorise the Club to hand over the prize to the plaintiff. The plaintiff thereafter ascertained that the prize drawn by the said ticket amounted to Rs. 36,425.

The plaintiff then filed this suit alleging that the defendant bought this ticket for and on his behalf as his agent, that it was his duty as such agent to buy them in the name of the plaintiff, and having bought in his own name, he was bound to do everything that was necessary to vest the tickets beneficially in the plaintiff, and alternatively he prayed that the defendant was a trustee for the plaintiff of any rights and powers which he held in respect of the tickets and was bound as such trustee to do everything that was necessary to vest in the plaintiff the said tickets.

In a further alternative the plaintiff claimed that the defendant contracted to sell the tickets to the plaintiff and to transfer the same to him completely and effectively with all rights appertaining thereto; the defendant in breach of his contract had neglected and refused to transfer tickets and that by reason of such breach the plaintiff had suffered damages to the extent of Rs. 36,425.

The defendant in his written statement para 2 contended that any agreement between a subscriber and the Turf Club in reference to the lottery was by way of wager and therefore void; and consequently the employment of the defendant by the plaintiff gave rise to no legal liability on the defendant by reason of the Contract Act and of Section 1 of Bombay Act III of 1863. The defendant admitted having received the plaintiff's request to purchase the tickets through the letter of the 11th of May, but said he never agreed to execute the order for the plaintiff without first receiving the draft for the price of the tickets.

He denied that he purchased the tickets or sent them to the plaintiff in pursuance of any order of the plaintiff. The ten tickets which he had forwarded by post to the plaintiff had been purchased by him in his own name long before he received his brother's letter. The tickets still stood in his name and were his own property, and he never agreed to transfer the tickets to the plaintiff.

In dismissing the suit his Lordship observed that assuming that lotteries were not illegal, he thought that contracts between lottery agents and purchasers of

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Bonbons Chocolat	"	"
Caramels Fourres	"	"
Nougat	"	"
Bonbons in bottle	"	"

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THE FRENCH STORE.

tickets would not be enforceable in this Presidency. It was obvious that the defendant could not sue the Club to recover the prize drawn by ticket No. 17725, so that it remains in their absolute discretion to deal with the amount involved. They think fit.

After hearing counsel, on the question of costs. His Lordship said that the defendant would have been entitled to his costs if he had confined himself to the defence of wager. But in his written statement he had raised lengthy defences, which were absolutely contrary to the document of 8th of June signed by him, and which had very materially increased the costs of the action. Such conduct on the part of the defendant disentitled him to any consideration from the Court.

His Lordship ordered each party to bear his own costs.

GENERAL NEWS.

CALLING A MAN A GERMAN.

At London Sheriff's Court, recently Walter Chuter, an eating-house proprietor, of Bexley Heath, was awarded £100 damages against William Frost Harrington, of Pretoria-terrace, Bexley Heath, for slander. It was stated that the defendant had circulated a statement that Chuter was a German. Mr. Enness, for the plaintiff, said that last year it was rumoured that the plaintiff was a German. His friends shunned him and his trade fell away. The rumour was traced to the defendant, through his son, who told people that his parents had forbidden him to use the plaintiff's shop as he was a German. The defendant was given

an opportunity of apologizing but he treated the matter with contempt. The plaintiff, giving evidence, said that he had lived in the district for 23 years. He produced certificates showing that his wife, himself, and their fathers and mothers and grandparents were all of English birth. When he heard the rumours he called the defendant's son, and asked him why he had made the statement. The boy said that his father and mother told him that he was a German. The witness boxed the boy's ears. On the same night the defendant came to the shop and called the witness outside. In the presence of a number of persons the defendant said, "So you are German." People in the district were discussing the matter, and betting as to whether it could be proved or not.

EXHIBITED IN CASE.

Lieutenant Cyril Ball, younger brother of the late Captain Ball, V.C., has arrived home after being a prisoner in German hands for 11 months. He states that he was put in a small barred wire cage at Ghent and exhibited to the populace. He received worse treatment at the hands of the Germans than other prisoners because he was the brother of Captain Ball. Speaking of the last flight he made when he was taken prisoner, Lieutenant Ball said: "I fell out of the machine practically as soon as it hit the ground, because they were still firing at us. A terrific crowd of Huns did a bayonet charge across the field in which my machine landed, and I stood and waited for them. They stripped me of my clothes, except my trousers and shirt. The first thing they told me was that they were going to shoot me for having explosive bullets on my bus."

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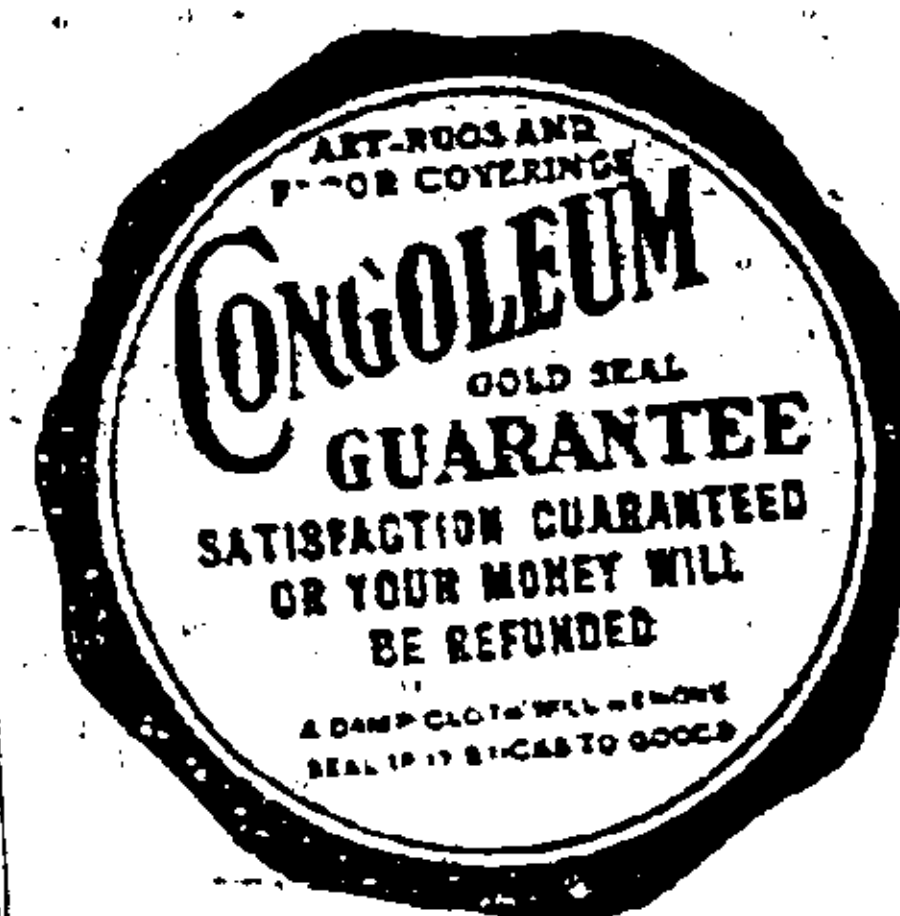
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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamsham, Canton, who are our agents there.

DEATH.

MESNEY. At Singapore, of pneumonia, Walter Michael Mesney, aged 43, Captain S.S. "Namsang" Indo-China S.N. Co., Ltd.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 15, 1919.

KOREA'S CLAIMS.

As Mr. Lloyd George pointed out a few days ago, never has the future of small nations looked more promising, and this is especially true of those States which are in their infancy, or are attempting to regain the self-determination and freedom which they have held in the past. We have examples of this in some of the smaller European States which during the last few months have slowly but surely been arising from the ashes of their former greatness. And there is every indication that their aspirations are about to be realised in full, for they have the great might of the victorious Allies behind them. Two of the most outstanding examples are Poland and Czechoslovakia. Not so many years ago the former country was an independent nation with a proud though chequered history, but ever since 1868, when it became Russian territory, the name of Poland has been erased from the map. Nevertheless the Poles have never forgotten their former greatness, and now after fifty years of suppression, they have put forward their claims for re-nationalisation. The Allies have pledged themselves to lend Poland assistance, and there is every reason to believe that it will in a few years recover its proud position as one of the most important States in Eastern Europe. The case of Czechoslovakia is somewhat different, but the same fact applies here, namely that the establishment of this State is the result of the efforts at self-determination of a people who for centuries have never known what independence meant. They, too, have put their claims before the Allies, and the formation of a strong and united State is assured.

The map of Europe is about to undergo a colossal change, and all those races who have been under the yoke of the conqueror or oppressor are to be given the chance for which they have longed so much. If this fact is true in Europe, it is, in perhaps a smaller degree, true of Asia. The Allies have given their promise that smaller nations throughout the world will obtain their independence, if they are in a position to govern themselves. It is a very important condition, and the Great Powers will undoubtedly see to it being fulfilled. For example there is no question of the great part of Africa being allowed to look after its own interests for, as yet, it is hopelessly incapable of doing so. Does the same fact apply to that State in the Far East which is now demanding the right of self-government—Korea? A few weeks ago, we discussed the claims of a league of Koreans in Japan who were then demanding independence. The movement was then in its infancy, and it was too early then to express any opinion on the subject. It was then practically a local movement, but it has since been gradually spreading till it is today a national demand, and must be considered as such.

For some weeks recently much space has been given in the Eastern press to reports on the Korean situation, and there can be no doubt that the Koreans, without exception, are demanding back from Japan their former status as an independent nation. The latest news concerning that matter is contained in a telegram from Korea which reports riots throughout the whole peninsula, and states that a manifesto has been published declaring the independence of the former Korean Kingdom. The Japanese authorities are making wholesale arrests, but it seems that they are unable to quell the riots, or stop the movement from spreading. It is a strange and critical situation, and it will be interesting to see how events turn out. Is Korea justified in wishing to break away from Japan, and if so, is she in a position to take up the threads of government on her own initiative? The Koreans owe much to Japan, who since the Russo-Japanese War, have done much to develop the country and make it prosperous, but the Allies have promised self-determination to smaller States, and there is no reason why the Koreans should not put forward their claims. It is a ticklish question for the Peace Conference to decide, and the answer will be awaited with interest.

NOTES AND COMMENTS.

EASTERN TRADE OPENINGS.

As a market for British goods China has for many years occupied a position of extreme importance, and the status of the trade in this country when peace is finally signed is exercising many of the commercial intellects. We are on the threshold of a great industrial revolution in China. The British have splendid trade traditions in China, and if due preparation is made, British trade ought to increase very materially in the near future. In view of the fact that the British Government proposes to accelerate demobilisation and has already removed a number of restrictions on exports, it is evident that more or less complete freedom will shortly be assured for overseas trade. It is, therefore, of the greatest importance that manufacturers, merchants and shippers in the United Kingdom should make every endeavour not only to regain that portion of the export trade which had to be suspended on account of the war, but also to utilise our resources to the utmost. If the nation is to pay for the war, big production is necessary. A comparison of the values of the United Kingdom's export trade in 1913 and 1917 shows a slight increase in the latter year, the figures being, in 1913, £535,300,000 and in 1917, £537,100,000. But, as the Board of Trade recently pointed out, this increase is solely due to a great advance in prices, and the export tonnage showed a great decline, from 92 million tons in 1913 to just over 44 million tons in 1917. As this latter figure included war material exported to our Allies, it is difficult to estimate the actual decrease which occurred in the export of ordinary articles during the period under review.

A GOOD MOVE.

Great Britain has, therefore, considerable leeway to make up, and in this way the Department of Overseas Trade, which through its commercial secretaries, commissioners and attaches is in touch with all parts of the British Empire and other countries, places its services at the disposal of manufacturers and other requiring information or representation. The appointment of Mr. Brett, as Commercial Intelligence Officer for South China, will be welcomed as a token of the desire to develop British trade in this important area. Mr. Brett is quite new in his job, but there is no reason why he should not make a great success. Apparently, Mr. Brett's duties have not been outlined in detail. The scheme is in its embryonic state, and it is hoped that sufficient interest will be taken in this new department, by the merchants both at Home and in the Colony, to justify its utility. The collating of data will be an onerous task and as the demand for information increases we dare say a staff will be created to aid Mr. Brett in the efficient discharge of his Department's functions.

SUMMER HOURS.

We notice from a Shanghai paper that there is every prospect of a great many business firms in the Northern Settlement adopting "summer-time hours" during the period from April 1 to September 30—that is to say, from 8 a.m. to 4 p.m. instead of from 9 a.m. to 5 p.m., as at present. There is to be a two-hour tiffin interval—from noon to 2 o'clock. Certain firms employing an aggregate of five hundred foreigners, as well as the Municipality, are to join in this scheme. The idea is an old one, but it is one which, if generally carried into effect, would, we have not the slightest doubt, be to the benefit of employer and employed alike. It is a well-known fact that in the hot season, the morning is the best time for work, while the releasing of employees an hour earlier in the afternoon will mean that they will have greater opportunities for outdoor recreation and thus be kept in a better state of health. If there is justification in Shanghai for such a movement, there are even bigger reasons why Hongkong should take the matter in hand, for here the summer is a much longer drawn out affair than in the North. In view of the manifest advantages of the idea, we feel sure that it would be to the interests of the community as a whole if the Chamber of Commerce here set about securing a change of business hours somewhat on the lines of the Shanghai experiment.

DAY BY DAY.

WHEN THE OFFICE SEES THEM HE HAS A STRANGLE HOLD ON IT.

Yesterday's health return shows one fatal case each of plague, diphtheria and spotted fever. All the victims were Chinese.

Orders for Artillery Company by Major J.H.W. Armstrong, V.D., state that the Gun Practice at Belohers Battery, arranged for to-morrow (Sunday) has been postponed.

Queen's College fourth annual sports are being held at the College ground, Causeway Bay, on Monday, commencing at 11.30 a.m. Mrs. Ralphs is to distribute the prizes at 3.45 p.m.

Malini, the master magician, is giving his final performance at the City Hall to-night. He will submit a special programme, and no-one who has failed to see this wonderful mystifier should fail to turn up.

The cleverness of Fredony as an impersonator is generally admitted by all who have seen him at the Victoria Theatre. Together with his well balanced company of performers, including Miss Tessie Turner, who last night in her ragtime melodies made herself very popular, he will appear for two more nights at the Victoria Theatre in his protean novelty "The Man in the Clock."

At Tuesday's meeting of the Sanitary Board, Mr. F. B. L. Bowley, pursuant to notice, will ask:—"Does the Medical Officer of Health consider it desirable in the interests of the Public Health of the Colony that the ages, hours and conditions of the employment of women and children in factories, workshops and work places in the Colony should be regulated and controlled?"

That he took the point to use it on his cubicle was the story a painter told Mr. R. E. Lindsell this morning, when he was charged with stealing a tin of paint from the Standard Oil Co.'s installation at Laichihok. The painter, it appears, commissioned another Chinese to carry it away. The latter was arrested at Samsui and information elicited from him led to the arrest of the painter who was given four weeks' imprisonment by Mr. Lindsell. The other man was discharged.

A boiler maker employed at the Taihook Docks, after stealing a length of copper piping, found himself faced with the difficulty of taking it away without attracting notice. He overcame the difficulty by taking it to the boiler shop where he hammed it flat and cut it up into short lengths, convenient to the size of his pockets. As luck would have it, a watchman came in at the moment and promptly collared him. Mr. R. E. Lindsell this morning sent him to gaol for four weeks and ordered him to be exposed in stocks.

GAZETTE ITEMS.

The Government Gazette notifies the following appointments:

Hon. Mr. C. McI. Messer, O.B.E., to act as Custodian of Enemy Property.

Mr. S. H. Dodwell to be an Unofficial Member of the Legislative Council.

Mr. C. G. Alabaster, O.B.E., to be an Unofficial Member of the Legislative Council.

Mr. G. N. Orme to act as First Police Magistrate and Coroner.

COLONEL DANCES IN COURT.

Lieut.-Colonel Dr. Toogood appeared as a witness in the Shoreditch County Court recently and caused much amusement by giving an exhibition of toe dancing as done by ballet girls. He was declaring that a boy's foot was now in good working order, and that he could stand on his toes. On the floor of the court the doctor stood on the toes of one foot and went round in the most approved ballet dancing style. Judge Cluer upheld the contention of the doctor.

1894.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending March 23, 1894.)

THE DOLLAR.

March 17.—The rate of the Dollar on demand, to-day is 1s. 11d. 3/8.

A PRESENTATION.

March 17.—Last evening, the Christian Endeavour Glass presented a handsomely bound photograph album to Mrs. Bondfield, wife of the Rev. G.H. Bondfield, as a memento of many pleasant evenings spent in "The Manse." Mrs. Bondfield leaves for England shortly.

ADVERTISING IN THE "TELEGRAPH."

March 20.—That advertising in "The Telegraph" pays, we constantly have evidence, but it is not often that it results in the exposure of needy sneak-thieves. On the 17th inst., the following "ad" appeared in the paper:—"Lost.—Recently at/or near Quarry Bay, a silver mounted akene-dhu handle. Finder will oblige by returning to 'M.' of The Hongkong Telegraph Office. And on Sunday night the Skene-dhu in question was delivered, anonymously at the residence of 'M.' Volu."

A SCHOOL FOR KOWLOON.

March 22.—The second meeting of residents interested in the establishment of a grant-in-aid school, at Kowloon, was held at the Kowloon Hotel, yesterday evening. The proceedings were of a semi-private nature, but the Chairman vouchsafed the information that Messrs. D. Gillies, H. J. Holmes, G. Wilson, G. J. B. Sayer, A. G. Aitken and H. S. Cooke (Hon. Sec.) had consented to act as a provisional committee.

LANGKAT OIL.

March 22.—The first cargo of Langkat oil landed here on the steamship Tulee, on the 18th inst., found a ready sale at \$1.59 per case; a price which will result, at no very distant date, in a large trade in this line. The exporters of this oil, the Koninklijke Nederlandsche Maatschappij, the Exploitant van Petroleumbronnen in Nederlandsche Indië are now turning out upwards of 40,000 cases a month, to meet the brisk demand for their product in Java and the Straits Settlements, where it is becoming very popular on account of its brilliancy and cheapness, as compared with the well-known American brands of kerosene oil.

COMPANY REPORT.

CHINA-BORNEO CO., LTD.

The Directors of the above Company will recommend at the yearly meeting of shareholders the following distribution of profits for the past year:—

To Pay a Dividend of \$1.20 per share	\$55,200.00
To Pay a Bonus of 60 cents per share	27,600.00
To Write Off Hongkong Saw Mills	5,000.00
To Write Off Sandakan Saw Mills	5,000.00
To Write Off Sandakan Engineering Works	4,000.00
To Write Off Plant Account	3,000.00
To Write Off Launches & Lighters	7,500.00
To Write Off Timber Concessions	1,000.00
To Transfer to Launches & Lighters Insurance Fund	10,000.00
To Transfer to Provision for Cookies & Contractors' Debts A/C	3,500.00
To Transfer to Fund for Replacements and Renewals	40,000.00
To Carry Forward	46,977.07
	\$208,777.07
	\$25,000 gold clear for each picture.

THE BILLIARD CHAMPIONSHIP.

K. K. LEUNG BEAT SERGT. DRUMMOND.

The final in the Open Billiard Championship of the Colony was played off last night, at the Victoria Recreation Club, and a very interesting match, in two sessions, was witnessed by a small but appreciative audience, which, in the second session, included His Excellency the Officer Administering the Government, the Hon. Mr. Claud Severn, C. M. G., the Hon. Mr. E. H. Sharp, K. C., O. B. E., the Hon. Mr. Ho Fook and Mr. Justice Melbourne. Mr. J. H. Gardiner and Mr. J. Rodger acted as referees. The game took alternating phases; at one time Sergt. Drummond looked like coming out an easy winner, then Leung would go ahead, but it must be admitted that the winner fully deserved his victory, for Leung is the superior player, having a much better idea of playing for position than Drummond, although the latter is a fine all-round shot player and got himself out of difficulties many times by brilliant "long jennys" and such-like difficult shots.

Leung opened the game and forged ahead rapidly, and was over 100 ahead at the 300. He then went off, and Drummond got going and was only 45 behind at half time. Upon resuming, both players paid many visits to the table for single-figure breaks, then Drummond went away with one of the most splendidly compiled breaks ever witnessed in the Colony, and only failed at an easy shot after 64 had been re-rolled. Drummond's break was remarkable, for practically every shot was a difficult one. He played little or not at all, for position and as a display of all-round shot-getting, the break was remarkable. Drummond held the lead secured by this break up to 700, when Leung was 15 behind. The latter player then went slowly ahead and finally won the match by 47 points.

His Excellency congratulated both players, at the close, and complimented them upon the excellent fight they had put up. He also congratulated the Hon. Sec. of the Club, Mr. McKirly, for his part, and Mr. Gardiner and Mr. Rodger for their work as referees. The Prizes won in the Tournament were as follow:—

Championship Cup.—Mr. Leung.

Runner-up.—Sergeant Drummond.

Semi-finalist: Messrs. Yvanovich and Parkes.

Highest Break: Sergeant Drummond.

Club Handicap: Mr. Guimaraes.

Runner-up: Mr. Hyndman.

Highest break: Mr. Guimaraes.

FILM ACTORS' SALARIES.

There is a great deal of misconception going round with regard to the salaries paid to cinema stars, Mary Pickford and Charlie Chaplin being cases in point. Some time ago, for instance, it was widely advertised that Chaplin had received one million dollars for appearing in ten pictures. The fact was that he had been offered one hundred thousand dollars apiece for acting in and producing ten three-part photoplays. This means, of course, that he has to engage and pay the other actors, provide the direction, scenery and scenery, foot the bill for the "shooting" staff, develop the negatives and print the films for that sum.

The price per Chaplin film fades into insignificance when compared with the million dollars spent by William Fox for his great forthcoming picture, "The Queen of the Sea," or even the five hundred thousand dollars expended by him to produce his latest fairy story "Alladin." The case with Mary Pickford is very similar to that of Charlie Chaplin and it is probable that neither of them had any just idea as to what they were letting themselves in for when they sought release from their old contracts to produce their own pictures. Probably as well paid as any film star is little Francis Carpenter, who is fed, clothed and educated by the Fox people and whose parents receive

A CHILIAN GIRL.

HELD AS SECURITY.

In the case in which two Chinese women were charged with kidnapping and harbouring a Chilean girl, and which again came up for hearing before Mr. R. E. Lindsell this morning, Mr. A. E. Wood, of the Secretariat for Chinese Affairs, said that as regards the charge of harbouring, it fell through on account of the fact that the girl was brought to Hongkong by the second defendant, with the full consent of the girl's mother sometime about the seventh month of last year. She was kept in Hongkong for three months and then brought back to the mother. On the second occasion when the girl was in Hongkong, she was sold to the second defendant by the first defendant. As regards the \$370 which was said to have been paid for the girl, there was no evidence to put before the Court.

Mr. M. K. Lo, for the defence, said that, in fairness to the defendants, he would bring a few facts to the notice of the Court. On the second occasion when the first defendant brought the girl to the Colony, the intention was not to find work for her, as had been the case on the first occasion, but to find for her a husband. After an unsuccessful attempt in this direction, the first defendant went to the second defendant, and secured a loan of \$370 for the girl's family, the security being the girl. In the event of the mother failing to redeem her when she came of age, the second defendant was to marry her to some person, as she thought fit. In the meantime she would provide for the education of the girl. This action on the part of the second defendant, Mr. Lo submitted, was in the nature of charity, and he asked his Worship to discharge her without a stain on her character.

Mr. Lindsell accordingly discharged the defendants.

TO-DAY'S MISCELLANY.

A Home paper writing before the arrival of Field Marshal Haig in London says he is supposed to be as shy of popular acclamation as his two predecessors, Lord French and Lord Kitchener, and it will be interesting to see how he bears himself in face of it. His immense popularity with the troops brought him many ovations when he was taking his morning rides at the front, and report says that he relished these to the full. But they were from his own men; the public is another question, and this will be his first experience of a London crowd. Before the war Haig was little known outside the army and the War Office; during the war he studiously avoided the public eye when he visited London on official business. Yet he is probably more a man of the world than either Lord Kitchener or Lord French.

To the individual soldier abroad the mail is even more important than the ration, and the day's mail and the day's rations usually arrive together. When they reached a company or detachment in a French village the other evening the mail turned out to be a very meagre affair. The post corporal volunteered the explanation (probably on nobody's authority save his own) that the delivery was a poor one because the ordinary mail was held up in order to facilitate the passage of electioneering documents. One of the disappointed ones became indignantly unprintable at the mere suggestion of the thing. Having cooled down a little, he explained that he personally took no interest in the election because (a) he didn't approve of its being held at all at the present time; (b) no notification of his possessing a vote had ever reached him; and (c) even if he had a vote it wouldn't be any use because his constituency was making an unopposed return of a candidate whom he detested. "And if they're going to hold up my letters from home for their bally old circus, me for a Mills bomb and Nihilism at the next election!"

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PROF. DANENBERG'S PUPILS.

RECITAL AT CITY HALL.

The fifth annual pianoforte recital given by the pupils of Professor Danenberg, was held at the City Hall, last evening, in the St. Andrew's Hall, which was packed to the doors. His Excellency the Officer Administering the Government, the Hon. Mr. Claud Severn, C.M.G., being amongst the present.

A programme of 17 items was gone through and the function successfully served the double purpose of providing an excellent afternoon's entertainment and giving the public an idea of the quality of the young musical talent in the Colony. It may be said at once that each of the pupils who performed showed the results of careful training, and a solid groundwork for higher things in the future had undoubtedly been provided. The outstanding item of the programme was the Concerto (A. minor, Grieg) which was played in brilliant style by Miss Elfrida Osmond, the orchestral part being played on a second piano by Professor Danenberg. All the other performers acquitted themselves in most creditable style, and Professor Danenberg is to be congratulated upon being able to show such good results of his tuition. Further details and comment will be given in our Musical column, on Thursday next. The programme was as follows:—

- 1.—Scene de Ballet (Coleridge Taylor) Miss Marie Souza.
- 2.—(a) To a sleeping beauty. (b) Garland Dance "Forest Fantasies" (Carroll) Master George Bond.
- 3.—(a) From the Cliffs, b) Early Morning, "Sea Idylls" (Carroll) Miss Joyce Thornhill.
- 4.—The Dancers (Cedric Lemon) Master Nicholas Nolan.
- 5.—The Swallows (Carroll) Miss Marie Nolan.
- 6.—On the love Creole Sketch (Cedric Lemon), Miss Lina Rocha.
- 7.—Sonata (Pathétique) (1st movement) (Beethoven) Miss May Fincher.
- 8.—(a) Polonaise in C sharp minor, (b) "Aeolian Harp" Etude, (Chopin) Miss Lillian Cuenally.
- 9.—Two-part Song "The way, the life" (Teresa del Riego) The Singing Class from the Diocesan Girls' School.
- 10.—Concerto in A minor (1st movement) (Grieg) Miss Elfrida Osmond. (The orchestral part played on a second piano by Prof. E. Danenberg.)
- 11.—(a) "In Autumn," (b) Way-side flowers, (c) Autumn enchantment, Autumn sketches (W. G. Smith) Miss Eames Cornell.
- 12.—(a) "Victory" Polonaise, (Chopin) (b) The Last Rose of Summer, (Thalberg) Miss May Choy.
- 13.—Butterflies (Charles Haerter) Miss Elsa Alves.
- 14.—Nocturne in C minor (Chopin) Mr. William Mackenzie.
- 15.—(a) Arabesque in E major (Debussy) (b) Intermezzo in Octaves (Leshetzky) Miss Edwina Mackay.
- 16.—La Sevilane (for two pianos) (Chaminade) Miss Helene Flint and Prof. E. Danenberg.
- 17.—Two-part Songs (a) "The Wanderer's Evening Song" (b) "The Autumn Wind" (Rubinstein) The Singing Class from the Diocesan Girls' School.

DAYLIGHT CULT IN SHANGHAI.

A SUMMER-TIME SCHEME.

Three weeks from to-day (say the N. C. Daily News of March 10) Shanghai firms employing in the aggregate over 500 foreigners on staffs, excluding the Municipal Council and the Customs, will change their office hours from 9 to 5 to 8 to 4. Why not all?

When the scheme was first mooted three years ago, it was received with a mixture of derision and doubt; it had in fact to run the same gauntlet that the daylight-saving movement had at home. The diffidence, however, felt by the few firms who made the first plunge soon vanished, and none of them now would go back willingly to the old-fashioned hours.

The scheme does not aim, as at home, in changing the clock time in any way, which would cause too much confusion in a port like Shanghai, one of whose principal units of the community consists of shipping people, whose time cannot be altered. The term "daylight saving" is also somewhat of a misnomer. From April to September the business office in Shanghai, whatever its hours, is open only during daylight. So as far as business goes, no economy is effected in the lighting bill, as may be inferred.

The great advantages of early hours lie in the fact that, whereas at home outdoor recreations can be indulged in during the summer month up to 9 o'clock in the evening, in the more southerly latitude of Shanghai there is much less variation between the hours of daylight and darkness during the summer and winter.

In brief, the scheme is simply to add an hour to the morning's work and to take it off the afternoon's work, the number of hours remaining the same. Instead, therefore, of a 9 to 12 and 2 to 5 day, it is suggested that from April 1 to September 30 office hours be 8 to 12 and 2 to 4. The chief advantage to the employer is in the greater efficiency of the work; while the employee, in return for an extra hour in the morning session, receives an extra hour in the late afternoon that he can devote to whatever recreation he favours.

The only adverse criticism up to the present has come from a married man. He prefers the extra hour in bed in the morning because, entertainments and dances will still begin at the usual late hour, and "when a man is married he must take his wife out at night pretty often, so an hour's less sleep in the morning means an hour's lost sleep." The A.D.C. has set a good example here in saving nearly an hour by starting at 8.45 instead of about 9.30; other entertainers might give a thought to the married man's view of late hours.

COMPANY REPORT.

GREEN ISLAND CEMENT CO., LTD.

The report of the above Company for 1918 states:—
The Gross Profit for the year is ...\$610,905.88
The amount brought forward from the previous year ...\$114,763.77

After allowing for Directors' and Auditors' fees ...\$ 8,000.00
Interest ... 1,257.97
Donation to War Charities ... 5,000.00
Writing off for depreciation on the Company's Buildings, Machinery, Steamer, Launches, Lighters, &c., as per Articles of Association ... 72,117.75
Writing off for loss in exchange on British 5% War loan ... 3,696.97

The balance to be dealt with is \$637,596.96 which it is recommended should be applied as follows:—
To write off Deep Water Bay Buildings & Machinery, an additional ...\$ 40,000.00
To pay a dividend of 80 cents per share \$320,000.00
To pay a bonus to Staff ...\$ 18,951.79
To place to Reserve Fund ...\$ 25,000.00
To write off Steamer, Launches and Lighters, an additional ... 100,000.00
To write off Hok On Works Buildings & Machinery, an additional ... 7,505.78
And carry forward to the credit of next year's account ... 126,139.39

Directors.—In accordance with the Articles of Association the Very Rev. Father Robert and Mr. A. O. Lang retire, and being eligible offer themselves for re-election.
Auditors.—The accounts have been audited by Messrs. F. Maitland and A. R. Lowe who are eligible for re-appointment.

TO-DAY'S CHINESE TELEGRAMS.

Peking, March 14.
Liang Shih-yi is forming a Chinese bank group with a capital of ten million dollars with the object of financing railways and home industries. A meeting of Chinese bankers was held yesterday.

Shanghai, March 14.
The Southern peace delegates received yesterday a letter dated the 5th inst. from Yu Yan-yam, Southern leader at Shensi, stating that since the 3rd, Chao Shu-fan, Shensi Tachan, has taken Sze Karp-o and attacked Fu Ping and Kin Yang, 50 and 30 li respectively from Sam Yuen. Chao Shu-fan has therefore ignored the Armistice mandate issued on the 3rd, and his fifth day's telegram reporting that he has actually stopped fighting is a lie. The Southern delegates saw Chu Kai-ken yesterday and asked how he accounted for this. Chu replied that he would wire to Peking for an explanation. If Peking gives dissatisfaction, he would not resume the delegacy.

The Southern delegates have received from Peking the news that the War Ministry has already drawn six millions out of the balance of the War Participation Loan, which the Northern delegates had agreed that the North would not draw. Therefore the Southern delegates have strongly protested to Chu Kai-ken on this matter.

The new Mexican Minister to Peking was received by the President yesterday morning. The War Participation Loan was paid formerly to the War Participation Bureau direct. Now Japan will not pay the loan direct to the Bureau, but through the Ministry of War. This explains why the six millions were paid to

DAIRY FARM NEWS.

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Music by Frederick Norton.

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OVER 60 PERFORMERS

GALA PERFORMANCE, FRIDAY, March 21st, at 8.15 p.m.

The gross takings of which will be allocated to the

HONGKONG WAR MEMORIAL FUND

Prices: Dress Circle ... \$2.00

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Pat and Gallery ... \$1.00 & \$1.00



Second Performance Saturday March 22nd, at 8.15 p.m.
Third ... Monday ... 20th ...
Fourth ... Tuesday ... 21st ...
Fifth ... Wednesday ... 22nd ...
Children half price to Matinee.

Prices: ... \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S

on Friday next, 28th inst., at 9 a.m.

Kan Wan-pang, Minister of War, who told the Premier that the expenses for war participation were half a million monthly; therefore the loan must be drawn.

The unveiling of the Allied Victory monument has been fixed for the 15th. The British Minister will perform the ceremony conjointly with the Premier. Materials for the monument were taken from the monument of apology to Germany at Peking. Cheung Chung-cheung, Minister to Tokyo, has cabled to the Government asking for permission to return to China to report on important matters.

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If you need Pinkettes. If your face is pimply or yellow, if you see slime upon your tongue, its answer is you do, because these symptoms usually indicate a disordered condition of the liver or bowels.



are laxative perfection and act as gently as nature. Of dealers everywhere, or at 60 cents the vial from Dr. Williams' Medicine Co., 94 Bechoan Road, Shanghai.

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THE FEATURE PAPER.

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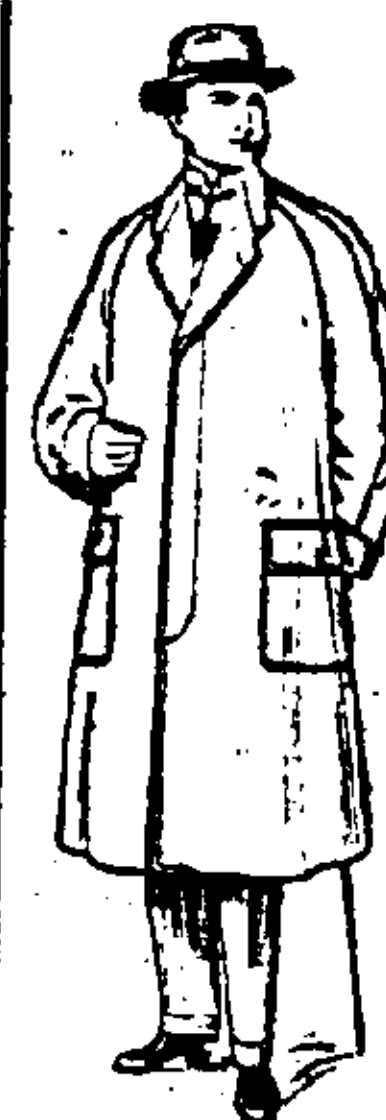
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PENANG, COLOMBO & PORT SAID.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
*NORE	14th Mar.	20th April	2nd May
*NOVARA	14th Mar.	23rd April	3rd May
NELLORE	14th April	18th May	27th May

* Will take same bottom cargo for Rotterdam—Not available for passenger.

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DILWARA	15 Mar., noon.	due Bombay about
		31st March

FOR SHANGHAI, MOJI & KOBE Etc.

NELLORE	13th Mar., noon.	Shanghai, Nagasaki, Moji & Kobe
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Hongkong, 12th March, 1919.

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VIA
Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPERESS OF RUSSIA	13 March.	31 March.
EMPERESS OF JAPAN	19 March.	9 April.
EMPERESS OF ASIA	27 March.	14 April.
MONTEAGLE	5 April.	29 April.
EMPERESS OF RUSSIA	24 April.	12 May.
EMPERESS OF JAPAN	7 May.	28 May.
EMPERESS OF ASIA	22 May.	9 June.
MONTEAGLE	10 June.	4 July.
EMPERESS OF RUSSIA	19 June.	7 July.
EMPERESS OF JAPAN	2 July.	23 July.
EMPERESS OF ASIA	17 July.	4 Aug.
EMPERESS OF RUSSIA	14 Aug.	1 Sept.
MONTEAGLE	20 Aug.	13 Sept.

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The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon:

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* "ECUADOR"	23rd April.
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SHANGHAI, KOBE & YOKO.	*Shidzuoka M. T. 12,530	THURS. 20th Mar. at 11 a.m.
HAMA	Aki Maru T. 12,300	FRI. 28th Mar. at 11 a.m.
NAGASAKI, KOBE & YOKO.	Nikko Maru T. 9,600	TUES. 1st Apr. at 11 a.m.
HAMA		

SHANGHAI & KOBE.

LONDON or Liverpool via Singapore, Malacca, Penang, Colombo, Suez and Port-Said	Inaba Maru T. 12,530	SAT. 22nd Mar. at 11 a.m.
	Kamo M. T. 12,300	SAT. 5th Apr. at 11 a.m.
MELBOURNE via Manila, Zamboanga, Thursday Is., Townsville, Brisbane & Sydney	Tango Maru T. 12,530	WED. 26th Mar. at 11 a.m.
	Nikko M. T. 9,600	WED. 23rd Apr.

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CALCUTTA via Singapore, Penang and Rangoon

HONGKONG-VICTORIA, S.C.-SEATTLE VIA MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND YOKOHAMA

* Fushimi Maru SATUR. 22nd Mar. at 11 a.m.
* Suwa Maru MON. 5th May, at 11 a.m.

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S. YASUDA, Manager.

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SAN FRANCISCO LINE
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Sailings from Hongkong—Subject to change without notice.

Steamer	Leave Hongkong
PERIA MARU	5th April
KOREA MARU	23rd Apr. from Yokohama
YINYO MARU	23rd Apr. from Yokohama
SHINTO MARU	5th May
SINERIA MARU	21st May
	2nd May from Yokohama

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.

Steamers: ARYO MARU, SHINTO MARU, KITO MARU

Leave Hongkong: 21st Mar. 2nd May, 14th July.

Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.
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JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

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April 3rd, 1919. April 24th, 1919.

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TO
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FOR LONDON.
S.S. "WALTON HALL" Sailing 22nd March.
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For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.
Subject to change without notice.

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Hongkong, 11, Mar. 1917.

THE BANK LINE, LTD.

General Agents.

SHIPPING NEWS.

GREAT LAKES SHIPPING.

Recent mail advices from Chicago states that a quotation of 101 for American Shipbuilding common, marking a slump of 11 points from the latest preceding figure and comparing with the high point of 114½, May, 1914, calls attention to an industry of the United States that now is commanding perhaps more attention than any other. If shipbuilding on the Great Lakes ever was independent of shipbuilding elsewhere, it is no longer so. These bodies of fresh water have been almost like a great bay of the Atlantic Ocean since the war started. Much tonnage has been constructed for use in distant parts of the world, and the American Shipbuilding Company has made an excellent record. The decline in the stock of this company is evidently an expression of doubt as to the future of the shipping interest, along with all sorts of industries, in the next few years. The price, however, has the appearance of a forced sale, and succeeding quotations may show a considerable recovery. Persons identified with the industry make a frank statement of hopes and fears. Shipbuilding on the Great Lakes will no doubt have a prosperous year in 1919, they say, for present contracts and the demands of the market are entirely satisfactory. After that time it will be a question of world competition. It has been given out by some of the officials of the Emergency Fleet Corporation that hereafter the size of vessels serving this country must be larger. That would seem to militate against the prospects of the Lake boats, for 4,000 tons is the maximum size that can be moved through the Welland Canal economically. Qualified authorities say that the big-ship idea is liable to be overworked. Innumerable small vessels are required to pick up freight at comparatively obscure ports, which the big ships cannot enter.

A STATE FISHING FLEET.

The Empire Resources Development Committee points out that the demobilisation of the Naval Reserve will bring to the front one of the most urgent questions connected with our supremacy as a sea Power—namely, the maintenance and organisation by the State of a large fishing fleet, not merely as a source of cheap food, but also as a recruiting ground for the Royal Navy. In a memorandum just issued by the committee, of which he is a prominent member, Lord Dunsen says:—There is no reason why the Admiralty should not combine its own particular business with the fishing industry. Now that the war is over a certain number of trawlers and drifters, a flotilla perhaps of over a thousand boats, will doubtless be retained by the Admiralty as minesweepers, patrols, and carriers, and also for training men and boys for the service. The crews would probably be drawn from the fishing population. In any case, even if they were drawn from the general body of navy recruits, they would be trained to handle nets, and they might be most advantageously employed in fishing for a considerable part of the year instead of as has been customary, pending long spells in harbour. Such a fleet of boats, if put into commission, equipped with fishing gear, and manned by, at any rate, a proportion of Naval Reserve men and experienced fishermen, would earn a very large income for the State, or, if considered desirable, would keep the Army, the Navy, and all Government institutions supplied with fish. It would also have the great advantage of training young sailors from inland places in the art of fishing, and therefore providing ultimate recruits for the fishing industry from the Fleet Reserve.

BOMBARDMENTS OF PARIS.

The *Figaro* publishes the following figures regarding the bombardments of Paris during the war:—In 1914 the capital received 45 bombs, 17 of which were dropped on October 1. In 1915 50 bombs were dropped—62 on March 20. In 1916 there were 61 bombs, and in 1917, 14. In 1918 there were 396 bombs, causing 1,211 victims, including 402 killed and 809 injured. The big guns fired 168 shells, killing 186 people and wounding 417. On March 23 21 shells from a "Big Bertha" were fired on Paris, and on January 20, 89 bombs were dropped, causing death to 100 persons and injuries to 192.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Chenan	16th Mar. at 4 light.
TIENSIN	Hulchow	16th Mar. at 5 p.m.
SWATOW & BANGKOK	Changchow	17th Mar. at 10 p.m.
SHANGHAI	Tean	18th Mar. at noon

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

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Hongkong March 15, 1919.

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Regular Fortnightly Service between
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Steamer	From	Expected on or about	Will leave on or about	For
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"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hahong...	J. W. Evans	TUES. 18th Mar. at 1 p.m.
Haitan...	A. H. Stewart	FRI. 21st Mar. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,
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INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
S'hai via S'tow & N'po	Esang	Tues., 18th Mar. at 4 light.
SEANGHAI	Wingsang	Tues., 18th Mar. at 4 light.
KOBE	Fooksang	Thur., 20th Mar. at 4 light.
TIENSIN	Chipsing	Fri., 21st Mar. at 4 light.
HAIPHONG	Taksang	Fri., 21st Mar. at 8 a.m.
MANILA	Loongsang	Fri., 21st Mar. at 3 p.m.
SINGAPORE & Penang	Namsang	Fri., 21st Mar. at 3 p.m.
MANILA	Yucsang	Fri., 21st Mar. at 3 p.m.
STRAITS & Calcutta	Kumsang	Tues., 1st Apr. at 3 p.m.

CALCUTTA LINE.—This line is now being reorganised and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hallowe ship.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Khat, Jeddah, Aden, Tientsin, Tientsin and Landed Date.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Wafatui and Choboo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

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American Business a Specialty.

PICTORIAL SUPPLEMENT.



Photo: Mee Cheung.

HONGKONG F.C. TEAM (Winners)

Left to right (players only):—
Top row:—F. W. Black, G. Rodger, J. McCubbin.
Second row:—T. R. Chassels, D. Reichelmann, J. D. Carriere.
Third row:—A. H. Clark, B. Pasco, J. Stewart (Capt.), H. McLavish, E. Riis.

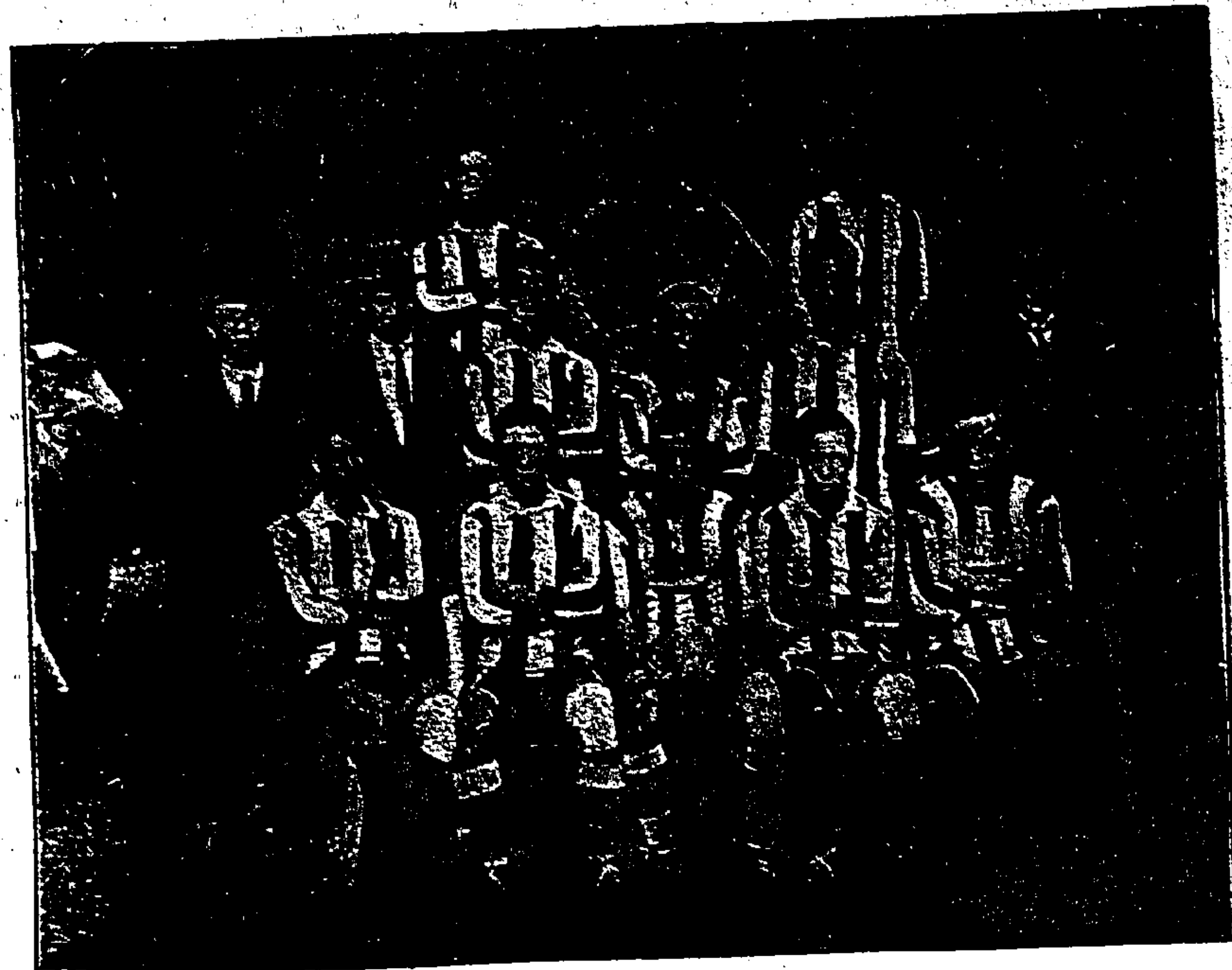


Photo: Mee Cheung.

S. CHINA ATHLETIC F.C. (Runners up).

Left to right (players only):—
Top row:—Fung Tai, Lau Hing Cheung, Tang Fook Cheong.
Second row:—Leung Yuk Tong, Leung Tai Fong, Chan So.
Third row:—Ko Kin Fin, Kwok Po Kun, Cheung Wing Hong (Capt.), Tin Yuk On, Au Kit Sang.

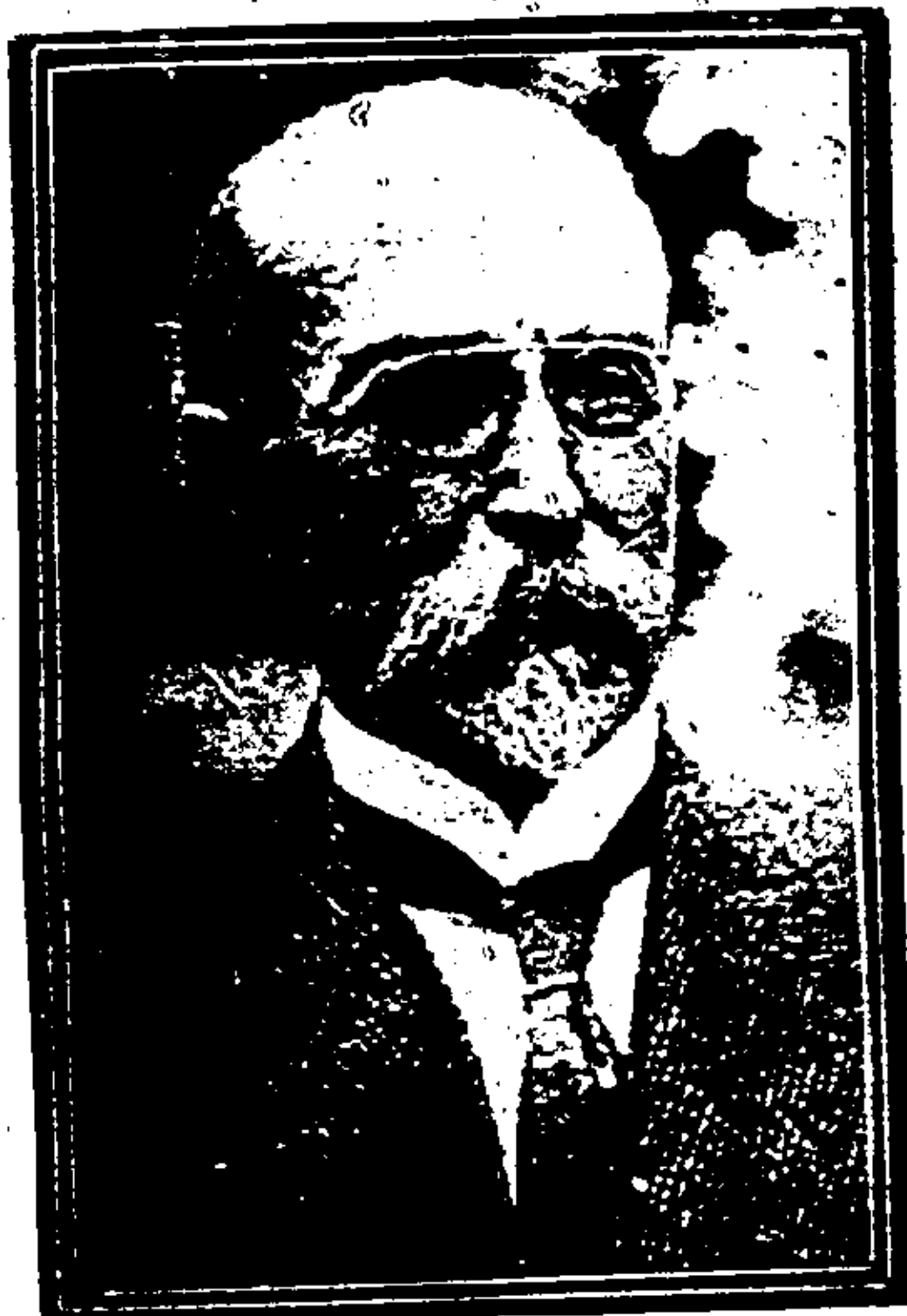


Photo: Tientsin Press.

Prof. T. G. MASARYK.
First President of the New Czechoslovak Republic.



Photo: Lafayette.

The Late Mr. JAMES DYER BALL, I.S.O.



Photo: Tientsin Press.

The children of the Chinese Minister to the United States (Dr. Wellington Koo). The minister married a granddaughter of Prince Ching, the famous Chinese statesman, & daughter of Tang Shao-yi, the first Prime Minister of China under the Republic. Dr. Koo is now in Paris assisting at the Great Peace Conference.



Photo: Tientsin Press.

PEKING-TIENTSIN INTERPORT ICE HOCKEY; "THE WHARTON CUP."

The Peking Team who are the winners, for the first year, of the "Wharton Cup," by 4 goals to 3. Messrs. Jarka, Burr, Mackenzie, McLoud, Molland, Pauline and Nielsen. Mr. Burr, the Captain of the Peking team, receiving the Cup from Mrs. G. W. Frodsham.



Photo: Tientsin Press.

SURRENDER OF GERMAN U-BOATS.
The Queen, with Capt. Charfield, walking on the quarter deck of the "Queen Elizabeth" during a tour of inspection.

HIGHEST GRADE
AND ALREADY THE MOST POPULAR SMOKE
IN
HONGKONG.

GOLOFINA



CIGARS.

MADE IN JAMAICA

NOTICES.

W. CHATHAM

SOCIAL PURITY.

THE SINGAPORE CAMPAIGN.

A Morning Post telegram to hand yesterday mentioned the inauguration of a social purity campaign at Singapore. In connection therewith, Delta writes in the Singapore Free Press as follows:

Whilst I share with you the regret that there are some people who are foolish enough to "anigger" at this campaign and thereby possibly rob it of some of its effectiveness by taking no interest in it, I am almost certain that a much more potent adverse influence is to be found in its internativeness. I will try to explain what I mean. Here we are concerned, roughly, let us say, with the following groups of people (I am assuming men only): the Chinese from China, the Baba Chinese, the Malays, the Eurasians, the Indians and Europeans. Of these a very small proportion of the first three classes, most of the fourth, a few of the fifth and presumably all of the last come under some form or other of Christian moral influence. What the public would perhaps like to know is, the appeal addressed to all these in general as a Christian appeal or is it addressed to them on physical or hygienic grounds? It seems to me and, I think to many others, rather useless to hold a meeting in the Theatre which will in the main be attended by Europeans and Christian members of other groups, if the idea at the bottom is to educate by such meetings the whole of the community as to the evils involved. I do not suppose such a meeting, unless translated into action, would have the slightest reaction let us say on the Malays or Chinese from China. It is this meeting is to be called therefore to create and educate public opinion, it seems to me it may result only in beating the air, because it is open to doubt whether there will be ten per cent. in the audience who are other than already convinced as to the need for action. If however the promoters of the campaign will put forward something more definite than "education of public opinion" there might be greater results. In explanation of that I suggest that the meetings pledge themselves to do some or all of the following acts:

To obtain signatures to a public petition to Government.

A. That no prostitutes of European nationality be allowed to return here. That no Japanese be allowed here. That no Chinese be allowed here.

B. That a regulation be passed heavily penalising the letting or possessing of any house when it is used for immoral purposes, entailing if necessary the confiscation of the property.

C. That both parties, the man and the woman, caught in offences be held equally liable and be equally prosecuted.

I suggest these points, not necessarily because they are within the power or likelihood of Government to do, but as illustrations of some concrete steps. At present I can hardly see much good issuing from explanation or illustration of these things from the ordinary public platform here, because anyone who thinks about them at all is already convinced of the need of some action, whilst I do not believe that fifty people will go to these meetings with the idea that they may be converted from previous wrong opinions on the subject. If that surmise of mine is correct, all the meetings will do, unless they are translated into definite action, will be to confirm those who are already convinced.

If however some such concrete proposals are put forward and committees are then formed to organise a canvass for a petition to Government amongst each of the communities concerned, such canvass to be carried out by those of their own nationality, the movement will have translated its words into some definite action. The position here is so absolutely different from the position at home that there is very little use in talking

MORE TELEPHONE EXCHANGES.

POST OFFICE PLANS.

Interesting developments may be expected this year in the telephone service. It is hoped shortly to get on with the plans, to which the war put a stop, for opening new exchanges in London and for extending the automatic service in the provinces.

The primary object which the Post Office has in view in increasing the number of exchanges is to supply telephones to the great number of persons desirous of having them. As to the automatic service, it has been proved a great success in Leeds, and its success there points to developments, we are informed, in larger places. For the moment there are certain difficulties in getting the automatic telephones in London, but these difficulties will in time, it is thought, be overcome. The next biggest automatic service to that at Leeds is working successfully at Portsmouth.

Although little development in the public telephone service has been possible during the war, magnificent work has been done for the Army and Navy and for the new Government offices. And this has been done despite the fact that 10,000 men of the 20,000 engaged jointly in the telegraph and telephone engineering service left for the war, and that thousands of skilled women operators left for higher-paid work in other Government offices.

In the year before the war the expenditure in the engineering department of the telegraph and telephone service was £5,750,000. Plans were all ready for an expenditure of £8,000,000 in 1914-15, but the actual sum expended had to be curtailed to £6,500,000. It is now hoped to get back as speedily as possible to pre-war figures.

On the transfer of the telephone service to the State the number of men on the engineering staff at the Post Office was 9,000. Some months after the transfer it was increased to 10,000, and when war broke out it was 20,000. These were all engineer workmen, the total engineering staff, including clerks, being 25,000. Half of the workmen joined the colours, and also a large proportion of the remaining 5,000. As soon as these men have returned it will be "full speed" with the telephone service.

Should there be any dearth of material, telephone parts could no doubt be supplied by a wise use of some of the national filling factories, for we are informed by an authority that these factories are admirably adapted for the purpose.

One cause for complaint by telephone subscribers, namely, that of delay on trunk calls, will, it is believed, gradually disappear. As soon, in fact, as peace is established, the telephone service is to be made like that of the telegraph and postal services, the best in the world.

about educating public opinion by means of public meetings, because only an infinitesimal proportion of the public is reached by such meetings and the remainder is quite untouched by many of the arguments used even if it ever heard them. The campaigners should take a line of action which will imply an actual and definite approach, by suitable persons, to the general community with a view to getting such an expression of opinion as will induce the Government to take steps. Otherwise the educating of public opinion in a place like this is a Sisyphean task, instead of course you consider the "public" simply to be those with whom Europeans come into daily intimate touch.

THE LOTUS EATERS.

"Conrage," he said, and pointed towards the land.

"If this were built on, 't would be sure a boon."

"I promise you I'll take the job in hand."

Let's hope that he'll redeem the promise soon.

The recent meeting of the Constabulary Reform Association has had its reflection on the general public and many burning questions of reform that have been side tracked almost long enough to become forgotten have again cropped up, chiefest among them being the housing question. Not being one of the "Heaven-born" clique who in comfort live up at The Peak, the beforehand expected "The motion's rejected." I insist here on having my "squeak."

The main difficulty of the housing problem is the scarcity of sites, but, as all visitors to Hongkong know, one of the principal sights of this cathedral city is the Public Gardens.

A few torn shrubs the place disclose,
A Chinese asleep or comatose;
These are thy charms, sweet village;

Spots like these
Wherein the ricksha coolie
Hunts for fleas,
And wayward amahs chat
With baniahees.

Within some half-neglected bower
On peasant Politics, the hour
Glides idly by, the sexes mix,
Until the gates are shut at half-past six.

All "on the nod"—admission free,
Behold, the deadly upas tree,
Brazilian heaviness, eglantine,
Bougainville, rewort, Hazeline.

What a lovely sight—site for houses, I mean. Are the Public Gardens popular? When I say popular, I mean does the populace register its active appreciation on a turnstile at the gate? If a turnstile were established there, it would go rusty inside of a week.

What the public want is not a garden to walk about in during the day—the men-folk anyhow are all at work—but a house to sleep in at night. The island itself is beautiful enough without endeavouring to paint the lily by the introduction of a few exotic trees and shrubs with unpronounceable names that leave one's mind bewildered and one's sense of admiration untutored. Its sole demonstrable value is educational, and then only to these students of the University who specialise in botany, and their number is???

These students are Chinese, and the section of the community which feels the housing problem most acutely is the European. How many European houses could be built on the site of the Public Gardens? Come on, you statisticians.

Another burning question is the chit system, not the burning of the chits—they are unallowed;—there's the rub. See how this affects our citizen in his walks abroad. He goes up, say Battery Path, where, any night, he is accosted by a beggar who dangles a battered tope before his eyes. Now who of us carries anything but small change in his pockets? Yet again, who of us out of his compassionating kindness would dream of affronting this picturesque mendicant with the proffer of a miserable dime? No. The Hongkong citizen is nothing if not liberal, and when he distributes largesse he distributes it with a large "S" and "double-crossed" at that, so—\$.

Under the existing restrictions, therefore, how are we to continue

TO-DAY'S NEW ADVERTISEMENTS.

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YOU WILL PROBABLY FIND
JUST WHAT YOU WANT.
THE SUN LIFE ASSURANCE CO., OF CANADA.
F. M. WELLES, Manager.
Powell's Buildings, 12, Des Voeux Road, Central, Hongkong.

"CIVIES" IN 60 MINUTES.

AN OFFICER'S QUICK-CHANGE INTO MUFTI.

"You might not notice it," said a tired-looking officer to one of the assistants at a big Oxford-street store, "but I've just been dispersed. I'm a civilian, except for my clothes. I can give you an hour, and I want to keep an appointment at six—in full civilian kit."

Seizing a Purchase Assembly Card, the assistant exhibited rows of lounge suits, ready to wear, save for the trousers. These were to be made up while the rest of the machinery was in motion, so that the length might be correct. Coat and trousers disposed of, an overcoat was next chosen.

From the P.A.C. little red tabs were torn and stuck on the department form and its duplicate. Then the officer passed on. "How do all these find me again?" he asked.

"Well, all the goods with that number on them go straight from the counter to the P.A.C. room and are collected. If there are 100 parcels with that number on them they all belong to you, because that number's yours."

"I suppose it's all right," said the officer. "Yes, I'll have silk socks."

"Yes, sir; and what next, sir?"

"Got anything good in hats?" The assistant pointed after his customer, bearing the mystic P. A. C. From counter to counter they travelled, through shoes, socks, suspenders, underwear, shirts, studs, collars, ties, handkerchiefs, gloves, hats, and sticks.

"When I was in the Army," said the officer, "it took me 24 hours to get a pair of boots, and when I'd got it I found I was in the spoon and fork queue. If I'd been issued with all this in such a short time I'd have been court-martialled!"

"All ready, sir. Will you come and change?"

A few busy minutes, and the transformation to a civilian was complete. "Now tell me what is the damage."

"They'll tell you that at the Bureau, sir."

"Twenty-one pounds," said the cashier, presenting the bill.

"Sixty minutes to the tick, sir," said the assistant.

our support of these picturesque adjuncts to the many attractions (Causeway Bay foreshore included) of this Queen of Cities? Our baggar's a good hardy annual.

Worth more than mere twenty-cent bits.

Let's invoke the King's Seal and Sign-manual.

To a law re-establishing chits.

Be it noted also that:—Near a prominent stationer's shop There's a Chinaman walks with a hop

On a crutch and one leg,
He's permitted to beg

I presume, or the nuisance would stop.

Yours truly,
COD 'EM.

WANTED.

WANTED.—By British Firm an intelligent British youth. Must be quick at figures and able to write a good hand. Apply Box 120, c/o "Hongkong Telegraph."

WISEMAN, LTD.

TEA DANCES

on
(TUESDAY), 18th March
And
(THURSDAY), 20th March.

TO-DAY'S SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.	
BANKS.	
H. K. & S. Banks sa.	\$747
MARINE INSURANCES.	
Cantons b.	\$410
North China b.	\$122
Unions b. \$1025 sa.	\$1020/30
Yangtzes b.	\$225
Far Easters b.	\$1.26
FIRE INSURANCES.	
China Fires n.	\$175
H. K. Fires s.	\$355
SHIPPING.	
Douglases b. 95 sa.	\$41/5/6
Steamboats b.	\$22
Indos (Pref.) b.	\$32
Indos (Def.) b.	\$161
Shells b.	\$160/
Ferries b.	\$33
REFINERIES.	
Sugars n.	\$120
Malabons n.	\$363
MINING.	
Kailans n.	\$50/-
Langkats b.	\$122
Raubos b.	\$2
Trunohs n.	\$4/-
Urals n.	\$40/-
DOCKS, WHARVES, GODOWNS, &c.	
H. K. Wharves s.	\$117
Kowloon Docks s.	\$161
Shai Docks b.	\$128
N. Engineering b.	\$24
LANDS, HOTELS AND BUILDINGS.	
Centrals b.	\$102
H. K. Hotels b.	\$85
Land Invest. b.	\$13
H'ohreys Est. b.	\$7.20
K'loon Lands b.	\$35
L. Reclamations n.	\$175
West Point b.	\$58
COTTON MILLS.	
Ewos b.	\$121
Kung Yiks b.	\$17
Lau Kung Mows b.	\$145
Oriental b.	\$72
Shai Cottons s. & sa.	\$170
Yangtzepeeps n.	\$1.90
MISCELLANEOUS.	
Green Islands b.	\$8.70
Borneos b.	\$14
China Light & P. sa.	\$54
Providents s.	\$54
Dairy Farms n.	\$25
H. K. Electric b.	\$751
Macao Electric n.	\$33
Rozs b.	\$30
Trams, Low Level n.	\$8
Trams, Peak, old b.	\$7.50
Trams, Peak, new b. cta.	\$75
Laundries b.	\$8.50
Steel Foundries n.	\$12
U. Waterboats b.	\$122
Watsons b.	\$6.15
Wm. Powells b.	\$22
Wiseman's b.	\$37

Ewos b. \$121

Kung Yiks b. \$17

Lau Kung Mows b. \$145

Oriental b. \$72

Shai Cottons s. & sa. \$170

Yangtzepeeps n. \$1.90

Green Islands b. \$8.70

Borneos b. \$14

China Light & P. sa. \$54

Providents s. \$54

Dairy Farms n. \$25

H. K. Electric b. \$751

Macao Electric n. \$33

Rozs b. \$30

Trams, Low Level n. \$8

Trams, Peak, old b. \$7.50

Trams, Peak, new b. cta. \$75

Laundries b. \$8.50

Steel Foundries n. \$12

U. Waterboats b. \$122

Watsons b. \$6.15

Wm. Powells b. \$22

Wiseman's b. \$37

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Linen, Pique, Plain
and Flowered Voiles.*

*Alexandra Building,
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NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

FLYING-BOATS TO NORWAY

YORKSHIRE PLANS FOR PEACE INDUSTRIES

It is not surprising in towns like Leeds and Bradford, where aircraft production takes a foremost place in the new enterprises fostered by the war, that possibilities of peace-time expansion in this sphere of industry are being eagerly discussed. Firms which have executed important orders for air service are turning their attention to the design and construction of powerful machines for commercial and passenger use.

The type of machine which has attracted most attention in this district is a flying boat, which is launched like a small vessel, and descends to the sea or river from the will of the pilot. The craft has been thoroughly tested in war service, and there are abundant grounds for the belief that within a very few years it will revolutionise mail traffic and passenger journeys across the North Sea. Fitted with the huge aero engines which are now being produced or designed, the aircraft will be able to carry two tons with ease.

Already a launching post fully equipped is in existence on the Humber, which provides an ideal starting point. A journey to Norway will be a mere episode when the traveller can climb into his aeroplane in London in the morning, speed across the Midlands and east of England in a couple of hours, transfer himself into a waiting craft at the Humber air boat post, and find himself in Christiania for dinner.

Another prospective enterprise which Leeds people are discussing is the construction of an aerodrome near the city which, it is assumed, will be the half-way stopping place for aeroplanes on the future London-Edinburgh route.

While these various air schemes naturally stimulate speculation and suggestion, the importance of improving and expanding the older and more proven means of transport is not overlooked.

For instance, in taking stock of its position Hull finds that Manchester has dispossessed it of the third place in the list of British ports, and Hull intends to recover its prestige in the near future. Its shipping has suffered terribly in the submarine warfare, and the Wilson fleet of North Sea liners is but a shadow of its former self. But the ravages will be repaired as rapidly as possible, and Hull is looking forward to the resumption of developments which were interrupted by the war.

Among these may be noted the attraction of ocean traffic, particularly from Australia, to the new dock which the King opened just before the war, the renewal and extension of Continental transhipment trade, and the development of various Continental passenger services which will enable West Riding and Lancashire travellers to avoid the long rail journey to Harwich.

In the principal Yorkshire industries the turnover from war to peace work presents very difficult problems to some manufacturers and little trouble to others. In the oil and flour mills of Hull and the boot and clothing factories of Leeds, for instance, no change of process is necessary, and the primary concern is one of labour materials, and prices.

Experience in the engineering trade varies widely. Some firms,

RED CROSS FLOWER STALL.

A SPLENDID RESULT.

The Hon. Mr. E. R. Hallifax, Hon. Secretary of the War Charities Committee, writes:—

The Red Cross Flower Stall at the Hongkong Hotel being now closed, the War Charities Committee have to acknowledge the handsome subscription of \$2,632.26 in full from this source. The idea of the Flower Stall originated with Mr. R. A. Nicholson, of the Cosmopolitan Club, who supplied the largest part of the blooms from his own garden, and was carried out by Mrs. Harrington, who throughout the three months that the stall continued has organised in person all the details.

The Committee desires to congratulate them on the successful result of their effort; and at the same time to thank those ladies and gentlemen who so kindly contributed blooms or assisted in the work of selling at the stall.

Thanks are also due to the Hongkong Hotel Co. who were good enough to provide the accommodation and furniture required, and to co-operate in every possible way.

AN INTERESTING RELIC.

The coat-of-arms of the gallant old Vindictive—there is no great harm, perhaps, in saying that there is a new Vindictive somewhere—was amongst other naval relics put up for sale at Newmarket the other day in aid of the funds of the Dover Red Cross appeal for assistance for the widows, families and dependants of the men of the Vindictive who fell in the two engagements for ever to be associated with her name. Lord Wilton became the purchaser at 1,050 guineas. Pieces of the old ensign realised 163 guineas.

such as the makers of marine and aero engines, railway material, tractors and other road engines, and heavy machine tools, for which Leeds is famous, will continue to supply for peaceful pursuits the things they have made for war purposes.

In other works which adapted machinery for munition production the process of re-adaptation will be more or less prolonged. Given freedom from labour troubles, and, above all, raw materials at a price which will enable them to meet foreign competition, manufacturers anticipate a prosperous era, but at the moment, with a good deal of war work still in progress, and with a rising iron and steel market, the conditions make for doubt, uncertainty, and indecision.

Civic authorities are actively promoting housing schemes. Hull has planned several garden suburbs, and Leeds is asking for Parliamentary powers to widen its borders, acquire a fine new park, and build a considerable garden suburb on the outskirts of its south-western industrial area. A project for the construction of a great ring road nearly 40 miles long to encircle the city on its borders and link up the centre by numerous new and existing radial roads is being earnestly advocated by an influential civic association.

SILVER BADGE MANNERS.

AN ANTIDOTE FOR LOST TEMPER.

In the course of an article, Wolmer Whyter writes:—

I doubt whether, in the whole of their history, the manners of the English people have ever been better than they were in the last five months of 1914 and during the first half of 1915. The whole race was conscious, or subconsciously, of a peril greater than any that had threatened before, and we were all comrades, with one thought and one determination—to face the peril shoulder to shoulder.

That feeling of comradeship affected all our acts. We ceased to be cold and grumpy. We were cheery and friendly, and gave the direct of the long entertained belief that we were a reserved, unfriendly people.

The selfish citizen, who wants more than his share of railway compartment and bus, and makes his wants known by sticking his elbows into his neighbours' ribs, seemed to have disappeared. But he was still here, although his manners had so softened that he was difficult to recognise. I remember one such who, in the old days before the war, called a porter to turn me out of a railway carriage in which there was no seating accommodation for men, and I was late for an appointment in consequence. In December 1914 I entered his compartment and again found all the seats occupied.

"Plenty of room," said a cheery voice, as I made to withdraw. "Thus encouraged, I entered. "We can find a seat for you on this side," said the same voice, and I found it was the man who had in his previous turn of out in similar circumstances before the war.

So it was everywhere. No street bickerings, no snobishness, only that cheerful, brotherly atmosphere so aptly suggested by the soldier's phrase, "Keep smiling!"

As the war dragged on, however, our nerves got worn to rags—and our manners followed suit. We began to set ourselves up as critics of why-so-and-so had not joined the Army; we were supercilious regarding special constables and the Volunteers, and we found it difficult to restrain our anger when the boy next door was admitted to an O.T.C., and our own lad was rejected.

The decline in our manners gained impetus with the food shortage, and while shopkeepers and shop assistants are incontestably the worst offenders, we have all fallen very far below the high level to which we rose in 1914.

OUR MARK TAPLEYS.

We have been saved from the great peril with which Germany threatened us by the courage of our soldiers, and it is the soldiers who seem likely to rescue us from the slough of irritability and bad manners into which we have fallen. There are tens of thousands of silver-badge men amongst us now, working with us, living with us—civilians like ourselves. Most of them have been through unspeakable trials and horrors besides which the little worries we have experienced during the last four and a quarter years are not worth mentioning. Yet the silver-badge man is not querulous or quarrelsome. He is always polite, always cheerful—though often maimed—and seems determined to make us forget that we are his debtors. What a world for him to come back to—this world of frayed tempers and shabby, worn-out manners!

Surely, in face of his example, we can forget the trifling worries that we have suffered and help him to make the country he has bled for a land of optimistic and cheerful as himself.

COMMERCIAL NEWS.

FINANCING TRADE.

The Report has been published of the important Committee appointed in November, 1917, and presided over by Sir R. Vassar-Smith, the chairman of Lloyds Bank, to inquire into the provision of financial facilities for trade after the war, and how far the resources of the existing banks and financial institutions many require supplementing for this purpose. It is a document which deserves to be, and doubtless will be, studied with every attention, alike by the business world, the Government, and economists generally, although coming out as it does at a moment when many of the conditions of the period on which we are about to enter are still so uncertain, it can do little more than point a little roughly and vaguely to the lines of policy recommended. The Report was signed as recently as November 21, so that publication has been distinctly more prompt than in the case of that of Lord Cunliffe's Committee on after-war problems of currency and banking, to which it forms an essential appendage. It will be noticed, however, that it agrees with Lord Cunliffe's Committee in laying stress on as early a return as possible to the restoration of an effective gold standard as the only proper check on undue expansion of credit, and on the necessity of taking steps to reduce to more normal proportions the actual inflation of credit resulting from war conditions. The Report also emphasizes, as Lord Cunliffe's Committee had done, the desirability of State borrowing being stopped as soon as this can be managed, since it must compete adversely with the raising of new capital for private enterprise; but it points to the new habits of saving, especially among the small investors, that have resulted from the appeal of the State for loans during the war, as a hopeful sign for the future, when such savings should be directed to financing the increased capital requirements of trade and industry. A suggestion, moreover, is made in this Report in this connection, which would carry a step farther, in a very interesting way, the profit-sharing schemes already familiar in various businesses, by which the wage-earners have themselves, as shareholders, a stake in their success. This is that, since it is one of the Committee's recommendations that not only should the share capitals of the banks be increased (a thing which is already being done), but also those of the leading industrial concerns, in order that they may develop new lines of allied enterprise, it would be a good thing if, in the latter case, a portion of any such new issue of shares of a preferential character and giving a good return in dividends were "reserved for their workpeople."

On the broad lines of the main question referred to them the Committee have come to the conclusion that the existing institutions, with such extensions as are already in process of accomplishment or in contemplation, ought to be able to provide sufficient financial facilities without any regular supplementing either by State guarantee or by direct State intervention. They express the decided opinion that any fears of a general shortage of money and credit for finance post-war trade and industry are exaggerated. In the reconversion of works from war production to peace production, the ability of any firm to meet its requirements mainly depends on its reserves, and in the case of a large number of old-established firms which have been engaged on the production of war materials since the war started they consider that ample reserves have been accumulated out of profits. Both in their case and also in that of firms which have turned to war work only at a later stage, and have been harder hit by the higher scale of taxation, they expect the banks to be able to offer whatever additional credit facilities are reasonably required. In coming to this conclusion, however, the Committee look forward to a more active discriminating as well as a more "adventurous" policy on the part of the banks, and we feel confident ourselves that reliance may be placed in them on that account. This has indeed been the avowed object of the great banking amalgamations. The banks will certainly have to be prepared to grant longer trading credits than before the war, and the Committee suggest that, in order to help them to do this, consistently with their dependence on large deposits from

THE AEROPLANE.

HOW IT WILL AFFECT THE EAST.

One of the many changes which we may see in the East hereafter, says G. B. Leicester in *Shipping and Engineering*, will undoubtedly occur when the aeroplane arrives; the carriage of mail and passengers must eventually come to be an everyday matter.

During the war the aeroplane proved its great usefulness by carrying hostilities to a most bitter extreme, one country against another. Now that Germany has received the coup de grace, and the war ended, the aeroplane will become a useful factor in the commercial enterprises of the future.

In Europe, the question of arranging an aerial service, connecting countries and continents, is under the consideration of the various governments. Experiments are taking place and a general advancement made on all subjects. Routes have been mapped out, and aerial stations are in the process of construction. Mail services in some instances are already in vogue. International passenger services we may expect to see established during the course of the next few years. This means of travel, evidently, will receive the approval of all classes. Just imagine we people of Shanghai spending our week-ends in London. A few years back this would have seemed an impossibility but now—

Up to the present we have not heard of any general movement under consideration in Shanghai for the purpose of floating an Aerial Business Combine though the difficulties of such an undertaking are not so vast as they at first appear to be. First hand experience and information can easily be imported from Europe and contracts could be obtained from the Chinese Government for the carriage of mail. Passenger services would be opened up with the various important centres of China. The establishing of aerial stations would not be a difficult matter, when once we had the materials for construction. Also it is to be expected that such a company would receive financial assistance from the Government of China.

An aerial company that is floated now must eventually become a most profitable concern. Once an agreement has been entered into with the Chinese Government concerning the question of sole rights of operation, etc., it is going to be a hard task for any kind of active opposition to set in from outside spheres. We can conclude that first in the field will eventually control all flying interests in China.

We wonder who this is going to be? Shall Japan reap the benefit by first appearing, or can we expect to see a company formed by the representatives of commercial finance in China?

We would anticipate that shipping companies of the China Coast would be interested in a proposed scheme for the laying down of plans for aerial development in China. Think what a splendid proposition the Shipping Aerial Combine would be. A company operating both aerial liners and sea-going commerce could at once command a far larger field than if confined to sea interests alone. The loss of freight, passengers and mail contracts and the source of revenue to be derived from this would only be diverted back to the company from another quarter.

Despite the veil of mystery which at present surrounds the aeroplane, there can be but little doubt that within ten years' time it will be used for commercial purposes all over the American and European continents.

Eventually these conditions must arrive in China. The Aerial Combine would then begin to reap the benefit of an early far-seeing business management.

AEROPLANES FOR PEKING.

The Ministry of Communications has signed a contract with a Peking syndicate to supply several Handley-Page aeroplanes. These aeroplanes are to inaugurate a mercantile aerial service, and will be machines capable of a speed of 100 miles an hour. They will be able to carry 20 passengers or the equivalent weight in cargo.

their customers, they should now make publicly known their willingness to accept deposits for long periods—say, from one to five years—at fixed rates without the right of withdrawal.

CITY HALL.

ST. ANDREW'S HALL.

LAST NIGHT.

MALINI

TO-NIGHT.

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TO-DAY'S NEW ADVERTISEMENT.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE is hereby given that an Extraordinary Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ltd., will be held at the offices of Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Friday, the 22nd day of March, 1919 at 12 o'clock noon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 7th day of March, 1919 will be submitted for confirmation as Special Resolutions:—

- That the capital of the Company be increased from \$5,000,000 to \$10,000,000 by the creation of 20,000 new shares of \$500 each new shares to participate in any dividend declared after the 7th February, 1919 pro rata with the existing capital.
- That the Articles of Association be altered in manner following:—*viz.*
 - By the insertion of the words "without the sanction of the Directors" between the word "shall" and the word "except" in line 2 of Article 19.
 - By the addition of the following words at the end of Article 19:—*"Provided further that the registration of a transfer of shares whereby the holding of any shareholders is increased beyond 1500 shares shall be conclusive evidence that the sanction of the directors to such increased holding has been given."*
 - By the insertion of the letter "(a)" after the words "101" constituting the number of Article 101 and by the addition of the following paragraph to Article 101:—*"(a) The Board may employ the reserve fund for the time being or any portion thereof (and that whether such fund or such portion as is proposed to be dealt with was set aside for the special purpose to which it is proposed to be applied or for any other purpose or not) in or for all or any of the following purposes that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends, or bonuses, in repairing, improving or maintaining any of the property of the Company or otherwise in the business of the Company and in or for such other purposes as the Board shall in its discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Board shall not be bound to keep the reserve fund separate from the other assets."*
 - By the addition immediately after article 101 of a new Article as follows:—

- The Company in General Meeting may in the year 1919 pass a resolution to the effect that it is desirable to capitalise to the extent provided for in the Article the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as a bonus amongst the persons who are registered as the holders of the issued shares of the Company on such date as the Board shall decide in proportion to the issued shares held by them on that date respectively, and that the Board be authorised "to distribute amongst such persons as aforesaid one new share for each complete number of three issued shares held by them and that the Board be further authorised to allot the surplus of such unissued shares remaining after such allotment to such persons at such times and on such terms and conditions as they think fit."
- When such resolution has been passed the Board may allot and issue the 20,000 unissued shares of the Company credited as "fully paid up" to such persons as are referred to in paragraph 1 of this Article in satisfaction of the said bonus to the extent of "allotting one unissued share for each complete number of three issued shares held by them respectively, and prior to such allotment the Board may authorise any person on behalf of such persons to enter into an Agreement with the Company providing for the allotment to them of such shares credited as "fully paid up" and in satisfaction as aforesaid and in such proportion as aforesaid and any Agreement made under such authority shall be effective.
- It shall be no objection to resolutions passed under paragraph (1) of this Article that they are passed at the meeting at which the resolution introducing this article was confirmed as a Special resolution, provided that due notice of the intention to propose such first mentioned resolutions shall have been given prior to the "confirmatory meeting aforesaid."

And the subjoined resolution will be further proposed as an Extraordinary Resolution, *viz.*—

- That it is desirable to capitalise to the extent hereinafter provided "the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that for the purpose of effecting such capitalisation from a bonus of \$1,000,000 on each of the issued shares of the Company be and the same is hereby declared, and that the Board be and they be authorised to allot such bonus as far as possible by the distribution amongst the persons who are registered as the holders of the issued shares of the Company on such date as the Board shall decide of one of the unissued \$500 shares of the Company credited as fully paid up in respect of each complete number of three of the issued shares of the Company issued by such persons as aforesaid and in satisfaction of such bonus in respect of each such complete number of three issued shares."

Dated the 11th of March, 1919.

By the Order of the Board.

W. S. BROWN.

EARLIER TELEGRAMS.

THE UNREST IN GERMANY.

GENERAL STRIKE BREAKS OUT.

Berlin, March 4.
A general strike has broken out despite the Majority Socialist Party Directorate's advice to their comrades not to strike unless the majority of any trade favoured a strike. The employees of the tramways, and underground railways struck owing to Spartacist intimidation. Lighting and waterworks are operating but private telephonic communication is not allowed in order to save current. Disturbances have hitherto been unimportant and confined to storming of 111 offices and plundering foodshops. People everywhere are making panic purchases. A number of Post Offices are closed owing to anxiety regarding Spartacist plots. Herr Noske is apparently desirous to avoid collisions, although it is now believed he is able to rely on 40,000 troops in the Berlin area. Government troops have not attempted the recapture of police stations or the police prefecture but have occupied three Spartacist newspaper buildings and arrested one editor. The streets are crowded but quiet.

DISORDER IN LARGE CITIES.

Bale, March 3.
A message from Berlin states the Government has 25,000 troops in greater Berlin. Strike disorders are general in many large cities and they are complicated by the middle-classes. Thus anarchy reigns at Zeitz which is in darkness. Many have been killed and wounded by shooting in the streets. The doctors at Leipzig refuse to attend patients until the lighting, water, food and tramway services are restored. The position is quiet at Dresden and Wittenberg, where negotiations between the middle-classes and the workmen are in progress but bloodshed and looting are reported from Magdeburg and Hanover. The Spartacists at Weimar tried to seize the telegraph station in order to cut the wires but were repulsed. A deputation of strikers at Weimar requested the withdrawal of troops going to Berlin but this was refused.

SERIOUS FIGHTING.

Bale, March 4.
A message from Halle states that serious fighting between the Spartacists and Government troops culminated in the capture of the theatre, the Spartacist stronghold. Martial law was proclaimed and order restored after a number of shops had been sacked.

SPARTACIST AIMS.

Copenhagen, March 4.
A message from Berlin says the Spartacist League manifesto calls on the people to overthrow the Scheidemann-Noske National Assembly, declaring that the Soviets must be the supreme power. Disorders broke out at several points simultaneously immediately the strike was proclaimed. A Spartacist attack on the Northern station was repulsed. The mob at night stormed thirty-two police stations and plundered jewellers' shops. Martial law was proclaimed and Herr Noske issued a manifesto to the people urging them to abstain from excesses. He pointed out that offenders would be dealt with by extraordinary courts. He has summoned three divisions of troops and these and other reinforcements are arriving very hastily but the attitude of the troops is uncertain. The Naval Division is openly hostile to the Government, which counts on the loyalty of only half the Berlin troops. The Government failing to lay hands on the Spartacist leaders, arrested two Russian Bolsheviks. Loyal troops seized the artillery depot at Spandau with huge quantities of arms and munitions on which the Spartacists relied.

AMERICAN AFFAIRS.

PEACE WITH GERMANY FIRST.

Washington, March 4.
Senator Lodge introduced in the Senate the resolution mentioned earlier favouring a satisfactory peace with Germany prior to the serious consideration of the League of Nations Scheme. The Democrats objected to the immediate consideration of the resolution which was therefore tabled. Mr. Lodge then read the names of thirty seven Senators of the next Senate who had asserted that they favoured the resolution. The number exceeds one third of the membership of the Senate or is sufficient to defeat the ratification of the Peace Treaty for which a two-thirds vote is required.

EMBARRASSING THE GOVERNMENT.

Washington, March 5.
Senator Lodge's resolution definitely proposed the rejection of the League of Nations draft in the present form by the United States. Congress subsequently adjourned amidst obstructionist tactics of some of the Senate Republicans, which prevented the passage of a number of important bills. It is pointed out that the adjournment definitely marks the passing of democratic control and the failure of army and navy appropriations. President Wilson made a statement declaring that a group of Senators had deliberately chosen to embarrass the Government and the interests of the railway systems.

AMERICA AND IRELAND.

Washington, March 5.
The House of Representatives adopted by 218 votes to 41 Mr. Gallagher's resolution in which he expressed the hope that the Peace Conference would favourably consider the claims of Ireland's right to self-determination, after a turbulent all-night sitting. A number of members emphasised that the internal affairs of Britain did not concern the people of America. The Senate ignored the question.

PRESIDENT WILSON RETURNING TO FRANCE.

Washington, March 5.
President Wilson is sailing without having a definite promise of what the attitude of the next Senate will be towards the League of Nations.

New York, March 5.
A large crowd greeted President Wilson's arrival. Very strict police precautions were taken. The President addressed a meeting in the Metropolitan Opera House at which declared he was convinced by unmistakable evidence from all parts of the country that the United States favoured the League of Nations.

President Wilson has sailed for France.

EARLIER TELEGRAMS.

GERMAN OFFICERS ARRESTED.

Bale, March 5.
According to a message from Frankfurt four Guards officers have been arrested at Bale as responsible for the deaths of Liebknecht and Rosa Luxemburg, whom they insufficiently guarded.

SOLDIERS' COUNCILS FORBIDDEN.

Berne, March 5.
The Federal Council has prohibited the formation of Soldiers' Councils under penalty of imprisonment not exceeding two years and has severely penalised the dissemination of false news likely to prejudice discipline in the army or alarm the population.

FRENCH WOMAN'S APPEAL.

Paris, March 5.
Madame Jules Siegfried, President of the National Council of French-women has appealed to the Peace Conference take measures to save Russian women from the shame of socialisation by the Bolsheviks.

THE MEDITERRANEAN FLEET.

Malta, March 5.
It has been definitely decided that the battlefleet in the Mediterranean will consist of the Emperor of India, Benbow, Marlborough, Iron Duke, Centurion and Ajax.

NEW YORK SHIPPING STRIKE.

New York, March 5.
Sixteen thousand marine workers struck demanding an eight hour day and a thirty per cent. increase in wages. Shipping is at a standstill.

OUR POST-WAR TRADE POLICY.

London, March 5.
In the House of Commons replying to a question Mr. Bonar Law said the Government was taking steps to carry out the postwar trade policy already announced by the Premier.

THE MOTOR INDUSTRY.

A BIG YEAR EXPECTED.

New York, January 20.—Mr. F. A. Seiberling, president of Goodyear Tire & Rubber Co., second largest manufacturers of rubber goods in the world, discussing the industrial outlook with Dow, Jones & Co., says that the question of labour shortage is the most important one right now. He thinks that as it took this country practically two years to get into the war full swing, it will take up nearly as long to get out of it. He is optimistic on the outlook for automobiles and tire business. Taking up the situation in detail Mr. Seiberling says:

"The resumption of business on a peace basis means the launching out into a year's business easily eclipsing any former achievement of American industry.

"Automobile production has not yet reached its peak and the industry will resume its former proportions as rapidly as the government's releases of materials, particularly steel, will permit. And while automobile production is climbing back to former levels the multiplication of motor trucks will increase tremendously, until in five years from now truck registration will undoubtedly equal automobile registration.

"The tire business will keep pace, and will get back to its pre war position as soon as the automobile business is in full swing, which condition will likely obtain the next twelve months.

"There has been talk of the probability of industrial disturbances in this country, as a side of the troubles on the other side of the world. I do not share this view at all. While wages have been lifted almost 100 per cent. during the war, the same war situation made abnormal living conditions, which though largely partial, made the cost of living following the rise in wages.

"Soon the true plane of values will be asserted again, under the

law of supply and demand, which is natural and inevitable. Economic forces are bound to have an influence. I do think, however, that the settling of values should proceed gradually and that a lower cost of living should precede any reducing of wages.

"In my opinion there is no chance for the Bolsheviks in the United States. The people of this country are intelligent as compared with poor Russia, where 85 per cent of the people cannot read or write. Here we have schools and people can become acquainted with basic facts; and fortunately, under our form of government, 51 per cent of the people will always control our destinies. It will probably take all of 1919 to get us back in a normal industrial position again. But after that I think our people can look forward to a wave of prosperity greater than the country has ever had."

THE STANDARD SHIPS.

CONDITIONS OF SALE.

According to a statement issued recently with reference to the sale of standard tonnage now under construction, the ships, when taken over, will be completed with such modifications in the original design as may be needed to adapt them to the requirements of special trades. The cost of such modifications will be borne by purchasers, and the Government will be relieved of all liabilities of any kind whatsoever, including those in respect of machinery contracts.

The tonnage which is being disposed of comprises all ships over 375ft. in length under construction on January 31, with the exception of oil tankers, fabricated ships, and ships which have already been taken over.

The Government reserve the right to withdraw from the arrangement any ships required to satisfy obligations to neutral or Allied Governments; and it is further provided that any builder may, subject to the consent of the Shipping Controller, elect within a specified time to take over and complete for private account any standard ship building by him.

COMFORT IN AIR TRAVEL.

BY A PILOT.

Those who have never flown but who want to fly at the first opportunity are not the kind of people to trouble much about comfort. They are the enthusiasts, the more adventurous ones; the people who are going to help to make air travel a success.

But later on the early air-travel enthusiasts will call for comfort in the air; already numbers of the people who are at present rather indifferent about air travel are asking, "Is it going to be comfortable?" And they won't make journeys by air until it is.

Comfort in travelling by air depends chiefly upon two factors, the weight-carrying capacity of the aeroplane and the convenience and size of the space allotted to the passengers.

With regard to weight-carrying it can easily be understood that if an aeroplane is crammed to the brim with passengers their combined weight will make it impossible to equip the machine with heavy and luxurious divans, Turkish baths, an American bar, a coon band, and other hotel comforts.

As to the convenient arrangement of the space, the most comfortable machines will be those in which the passengers do not trip over half-concealed bracing wires or knock their heads against unexpected spars.

So until designers give us what popular writers are accustomed to call "the serial liner of the future" the settlement of the question of comfort will be a compromise.

It may be taken as a general rule that the bigger the machine the more comfortable it will be (provided it is fitted with engines powerful in proportion to the weight to be carried), for in a large available space there is more scope for making suitable arrangements.

In small air-travel aeroplanes there will be little comfort, but there will probably be more speed, so these machines will be chiefly used by the enthusiasts and by people in a great hurry. There is no reason why the big multiple-engined type of machine should not be fairly comfortable from the start. The passengers' compartment can be completely covered in; seats can be upholstered to some extent; windows can be fitted and a corridor of the type found in railway carriages can be arranged. An upper deck can also be made with a taffrail and some sort of windscreen to shield passengers from the constant 100 miles-an-hour rush of wind created by the forward travel of the aeroplane.

Passengers can be protected against the cold in a machine of this type, hot exhaust gas from the engines can be trapped and made to pass through radiators fitted under the "floor" of the machine, or electric heating can be installed.

It can thus be seen that passengers need not be expected to travel in discomfort, and when one considers the enormous amount of time saved, especially when strips of water like the Irish Channel or the Adriatic Sea are to be crossed, the advantages far outweigh any disadvantages.

THE WORST U. BOAT.

Of all the U-boats, probably the most ruthless of them was the U-161, now in well-merited disgrace in the Hamaze. This boat gained a most cruel character by the ferocity of her commander and his crew, who in no case showed a spark of mankind in dealing with their victims. Her Prussian skipper—the one who surrendered her—was a typical Prussian pirate, who had been the second in command on her last voyage under the German eagle. Her armament was found to be of the most powerful description—four 10.7 inch torpedo tubes, the projectile from which was sufficient to sink the most powerful liner if hit fair and square, a single 5.9 inch gun and a mine-laying equipment for nearly 40 mines. The U-161 and her sister, U-128, are about 250 feet in length, and have a draught of 14 feet.

TO-DAY'S NEW ADVERTISEMENTS.

APEXIOR



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!
The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

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THE EASTERN ASBESTOS COMPANY,
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"LAZARITE"

NOTICE.

Columbia Dry Batteries

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Where family sets, truck, tractor, or motor boat chokes up and loses its spark, it is then that you realize the advisability of carrying an extra set of Columbia's.

Columbia's put the spark of life into engines, guns, trucks, and tractors; they ring bells, give speech to telephones, light incandescent lamps, and make motor boats go.

Wherever battery power is needed, Columbia's are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

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The Famous Spring City Binding Plant, shown in the illustration, is a Columbia Battery Co. product. With this Battery, it is simply a matter of turning the key and the wire connection is made.

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or direct from us: National Carbon Company, Ltd., Export Department, Cleveland, Ohio, U.S.A. (Cable Add.: "Carbon Cleveland")

HONGKONG GENERAL CHAMBER OF COMMERCE.
THE Annual Meeting of the Members of the Hongkong General Chamber of Commerce will be held on Tuesday, the 25th March, 1919, at 4 o'clock precisely, in the CHAMBER OF COMMERCE ROOM, CHATER ROAD, BANK BUILDING, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1918.
2. To elect a New Committee.
3. To transact any General business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 15th March, 1919.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A Special Extraordinary General Meeting of Members of the Hongkong General Chamber of Commerce will be held on Tuesday, 25th March at 3.15 p.m. precisely, in the Chamber of Commerce Room, Chater Road, Bank Building, for the purpose of considering and if thought fit passing the following resolution:—

"That Clause VI of the Rules and Regulations of the Hongkong General Chamber of Commerce should be amended to read as follows:—

"The Committee shall consist of ten Members, all of whom shall be British or Representative of British Firms, to be elected at the Annual Meeting of the Chamber, and they shall hold Office for one year. Vacancies occurring during the year shall be filled up by the Committee."

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 15th March, 1919.

HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

THE Fifteenth Ordinary Meeting of Shareholders will be held at the Office of the undersigned at noon on Saturday the 23rd instant.

The Transfer Books of the Company will be closed from the 5th to the 19th instant, both days inclusive.

At this Meeting a Resolution will be proposed that, owing to the Consulting Committee being now made up to the maximum number of eight, the remuneration to the Committee be increased from \$7,000 to \$7,500.

JARDINE MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 15th March, 1919.

